WARREN COUNTY

A HISTORY AND GUIDE

AMERICAN GUIDE SERIES

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WARREN COUNTY

A HISTORY AND GUIDE

Compiled by workers of the Writers' Program
of the Work Projects Administration
in the State of New York

AMERICAN GUIDE SERIES

ILLUSTRATED

PUBLISHED BY THE

WARREN COUNTY BOARD OF SUPERVISORS

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Preface

THIS book presents a picture of Warren County and its people today against the background of its history. To local residents it offers a basis for fuller appreciation and understanding of their County's present resources and future potentialities as well as the part it played in earlier days.

To the thousands of visitors who throng Warren County's highways, streams, lakes, beaches, and mountain trails the book will point out new vistas, and add interest and significance to their experiences here. By word and picture it brings to distant homes a memory and a promise of swimming, open-air theater, race track, ski run, and solitude beside lake or stream, in a forest, or on a rocky summit.

Warren County covers 876 square miles; it has 175 miles of paved Federal and State highways and 850 miles of county and town roads, some paved, some the kind of country dirt roads that invite leisurely exploration. Large areas protected by rangers of the Adirondack Park are accessible only by bridle path or hiking trail.

Besides visitors from near and far, Warren County has a typically American resident population. These hospitable, intelligent people, many of whom provide accommodations for visitors, have added important recreational developments to the attractions nature has bestowed on Warren County. More than half the County's population is centered in and near Glens Falls, at the southeastern entrance to the Adirondacks. Here varied industries provide employment, and the business district serves a rural and resort area.

The New York State Writers' Project of the Work Projects Administration, having completed a comprehensive guide for New York State (1940), has prepared this Warren County History and Guide under the sponsorship of the Warren County Board of Supervisors. The Writers' Project staff has received aid from many local people, but only a few can be mentioned here. The Glens Falls Post Company gave full access to newspaper files; the Crandall Library at Glens Falls and other libraries in the County spared neither time nor effort in making accurate information available; the Glens Falls Insurance Company permitted reproduction of historical paintings from its collection.

Mr. Robert N. King of the Glens Falls High School faculty provided much scientific material and checked the final text. Mr. Shelburne H. Fogg, County Agricultural Agent, Mr. Lloyd C. Garrison of the Niagara Hudson Company, the Reverend Edmund W. Twichell, and Mr. Joseph Keenan furnished information relating to farming, power development, and the growth of organized religious worship and education in Warren County. Mr. Herrick Osborne, County Superintendent of Highways, and Mr. Ernest L. H. Meyer, Superintendent of the Glens Falls Water Department, checked the maps of Warren County and Glens Falls.

The text was prepared by John H. Reardon and the staff of research and clerical workers, and Edward B. Davis, assisted by Miss Charlotte F. Walker and F. Lawrence Reagan. The photographs, except those otherwise credited, are by Paul A. Broady, the maps by Fred H. Champion, members of the staff of the Writers' Project.

The Board of Supervisors and the Advisory Committee have carefully reviewed the manuscripts, maps, and illustrations, and their suggestions, criticisms, and contributions have added greatly to the value of this book.

HENRY F. MALONE,
State Supervisor

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General Information

Railroads: Delaware and Hudson (D & H). Two branch lines, Saratoga Springs to North Creek, and Fort Edward to Lake George.

Highways: One Federal Highway, US 9; five State Highways, 8, 28, 9K, 9N, and 418. State police patrol highways.

Bus Lines: Six inter-county systems:

1. Champlain Coach Lines, New York to Montreal.
2. Adirondack Transit Lines, New York to Saranac Lake.
3. Hudson Transportation Co.-L. B. K. Lines, Glens Falls to Saratoga and Albany.
4. Storm King Stage Corp., Glens Falls to Schuylerville.
5. Whitehall Autobus Co., Glens Falls to Whitehall and Rutland.
6. Corinth-Glens Falls Bus Line, Glens Falls to Luzerne and Corinth.

Three intra-county busses:

1. Glens Falls to Lake Luzerne, Lake George, Assembly Point, Warrensburg, Chestertown and Pottersville.
2. Hague to Wevertown, North Creek, North River, and Thirteenth Lake.
3. In summer season, busses meet D & H trains at Riverside and provide transportation to Chestertown, Brant Lake, and Schroon Lake.

Waterways: Steamer (one way $1.50, round trip $2, car $3) through Lake George, June to September, from Lake George Village to Baldwin, with numerous stops on both sides of the lake and connecting with bus line for Ticonderoga.

Summer service by smaller boats from Lake George Village to intermediate points on the lake.

Traffic Regulations: No turn on red signal except where a green arrow indicates that a right turn is permitted. On the open road, except where road signs indicate a speed limit, a safe speed is permissible without any fixed limit, but a speed "in excess of 40 miles an hour for a distance of one-fourth of a mile shall be presumptive evidence of a speed which is not careful or prudent." On mountain roads, caution signs at steep grades and curves should be heeded.

Accommodations: Adequate year-round hotels in larger communities. Hotels, cottages, tourist homes, cabins, adult and children's camps, farm homes, and dude ranches available in summer. Hotels, tourist homes, rooming houses at winter resorts. Total accommodations upwards of 10,000.

Climate: Winter temperatures sometimes reach 40° below zero at night, but there is usually a slight thaw in the midday sun. The daily normal

maximum temperature in summer is 75° to 80°, a few degrees lower than New York City, and though the official thermometer occasionally goes above 90°, the forests, especially at high altitudes, are cooler, and the nights are cool.

Recreational Areas: Facilities for all outdoor sports (*see Sports and Recreation*) are available in Warren County. Winter and summer resort programs include outdoor and indoor summer theaters, variety shows, band concerts, special dance orchestras, regattas, golf and tennis tournaments, baseball, horse and dog shows, water carnivals, and the like. Snow trains operate to North Creek and Lake George on weekends in winter when skiing conditions are favorable; snow and ice conditions are regularly announced by press and radio.

Hunting and Fishing: Forest, woodlot, and field supply big and small game; lakes, ponds, and streams offer good angling. State licenses are required. Size, limit of catch, and open season vary: an official syllabus of game laws is furnished with licenses. Bait, boats, equipment, and guides are available at most resort centers.

Licenses: Joint hunting and fishing for residents of New York State, $2.25; non-residents or aliens $10.50. Fishing license for non-residents or aliens $5.50. Non-residents' fishing license good for three consecutive days $2.75. Deer hunting special license, residents $1.25; non-residents or aliens $10.50. Licenses procurable from any county, city, or town clerk or village clerk in villages of 5,000 or more inhabitants by citizens of United States; aliens from Conservation Department, Albany, N. Y.

Fires: Forests are essential for outdoor recreation, because without trees, streams dry up and uncultivated land becomes a desert. To protect woodlands against fire, strict observance of these rules is necessary: (1) extinguish carefully burning matches, tobacco, and cigarettes, (2) clear away forest mold before building a camp fire, (3) be sure that your camp fire is dead before leaving it.

Dangerous Animals and Plants: The timber rattlesnake inhabits remote and wild areas. Unless surprised it generally gives warning with its rattle before striking. Black bear and wildcat, in less accessible and heavily timbered sections, do not attack unless wounded or cornered. Poison ivy, occasionally found in woodland and field, has been removed from most public recreation areas.

Information Bureaus: Chambers of Commerce of Glens Falls and Lake George open year round. Bolton Landing, Brant Lake, Chestertown-Pottersville, Hague, Lake Luzerne, North Creek, and Warrensburg Chambers of Commerce function in season. Roadside information booths at most resort villages during summer season.

Calendar of Annual Events

(nfd means no fixed date)

April	nfd	Semiannual Beagle Club trials, North Creek.
April	nfd	Eastern States Basketball Tournament, Glens Falls.
July	nfd	Italian Celebration Feast of St. Anne, Glens Falls.
August	nfd	Sagamore Horse Show, Bolton Landing.
August	nfd	Dog Show, Mohawk Valley Kennel Club, Bolton Landing.
August	nfd	Sagamore Golf Tournament, Bolton Landing.
August	nfd	Garden Club Flower Show, Glens Falls.
August	nfd	Glens Falls Open Tennis Tournament, Glens Falls.
October	nfd	Semiannual Beagle Club trials, North Creek.
November	1-30	Deer hunting season, County-wide.

PART I

The County

Mountains in the Making

AT the dawn of geologic time, hundreds of millions of years ago, Warren County was part of the vast Grenville Sea. Dark, brooding, its waters stretched in utter loneliness from horizon to horizon. There was not a sign of life on the surface, although in the depths there may have been microscopic plants and animals, some perhaps with calcareous or siliceous shells. For millions of years it remained thus, while there formed on the bed of that ocean a vast deposit of sediment miles in thickness, mud mixed with sand or lime and pressed into rock.

Then through the dark waters great masses of molten rock pushed upward, lifting and folding the ocean floor with irresistible force till it rose slowly above the surface. Thus were born the Adirondack Mountains, one of the first lands to emerge from the ancient Pre-Cambrian Ocean, their massive ramparts rising far higher than the Adirondacks of today. Wind and water at once began to wear them down and through aeons of time erosion reduced the whole region to a featureless, monotonous peneplain.

Over these lowered land surfaces spread the Paleozoic seas, covering all of Warren County and leaving only the central Adirondacks as an island in a mighty ocean. Through periods measured in millions of years the waters ebbed and flowed over the region, leaving deposits that were gradually changed into today's sedimentary bedrock of limestone, shale, sandstone, and black marble. At last a titanic, mountain-building revolution along the eastern edge of the United States pushed up the sediment of the ocean floor and folded it into mountain ranges. Most of Warren County became dry land, never again to sink beneath the invading waters. After more millions of years, during the Appalachian Mountain-building period, the rocks of Warren County and the Adirondacks were once more elevated and the present-day mountains and valleys began to take shape.

Rain, moisture, and winds again reduced the region to a land of low altitude. Over the vast plain rivers and streams wandered, crossing flood plain deposits to reach the ocean. Then came a new disturbance that lifted the plain two or three thousand feet over a long period of years. The sluggish rivers, changed into swift torrents, flowed southwestward with the dip of the earth, and followed faults or cracks in the peneplain to gouge out today's northeast-southwest valleys between the Adirondack ridges. Composed of hard rocks that resisted erosion, the mountains stood out prominently as these violent streams slashed away the softer strata of the valleys.

Throughout these long periods of geologic change, fish, amphibians, reptiles, and fur-bearing animals like those we know today were slowly evolving. Simultaneously appeared the higher groups of water plants, mosses, ferns, seed-bearing plants, and modern trees, but for a relatively complete record of this evolutionary process the scientist must look elsewhere. In Warren County the traces of only the early forms of life are preserved in the rocks.

Following the elevation of this region the climate in these latitudes became cold. From the north a great sheet of ice, the Labrador Glacier, moved over Warren County and continued southward, sweeping plant and animal life before it. A mile or two thick, it flowed over even the highest mountains. As the ice sheet advanced, it scraped off the sharp peaks of Warren County's mountain ridges, leaving graceful, flowing contours; it broadened and deepened valleys, and left great masses of glacial deposit rising above the plains. In its retreat the glacier left rubble and debris that dammed up preglacial valleys to create Lake George, Schroon Lake, and others. Great blocks of ice, buried in mud, sometimes at high elevations, melted to form Lake Luzerne, Glen Lake, Lake Sunnyside, and many other ponds or small lakes. Boulders, large and small, were scattered over the countryside. The course of the Hudson River was changed; waterfalls and gorges were born.

The tremendous weight of ice depressed much of New York State below sea level, and the Hudson-Lake George-Lake Champlain Valley was invaded by salt water from both north and south. The upper Hudson, where it entered this inland sea, built a great delta of sand and mud, now the broad plain at Glens Falls and a few miles to the north and west. Evidence of this marine invasion can be seen in the terraces washed by the waves at its shore line on the Palmertown and Luzerne Mountains, west of Glens Falls.

For at least half a million years the ice covered Warren County, twenty times as long as the relatively brief period of about 25,000 years from the final retreat of the ice cap to the present day. Since the glacial period, the topography has undergone little change. The land, while it was being relieved of its burden of ice, rose again, with greater elevation toward the north. Thus the highest mountains of Warren County, Gore, Puffer, and Eleventh, are toward the northwest. Indeed the adjustments below the surface incident to this rise are not fully made even now. Late in 1940 and in 1941 Warren County experienced a series of slight earthquake shocks, centered not far away in New Hampshire, as subterranean masses of rock slipped along cracks or faults where pressure brought about slight

readjustments. But earthquakes are only minor incidents in a process of change so gradual that we are not conscious that it is going on daily without interruption.

Some of the present-day surface rocks, originally deposited on the floor of the first ocean, are the oldest known strata in the world — Grenville sediments altered into white limestones, gneisses, and schists, rocks greatly changed by heat and pressure. The molten or igneous rocks, which invaded the floor of the Grenville Sea, now form the mountains of Warren County. Harder than the ancient sedimentary rocks, they consist principally of granite, anorthosite, syenite, and gabbro.

Despite the variety of minerals present in the County few are extracted for use in modern industry. Feldspar has been mined near Luzerne, graphite near Hague, and iron in several places. Today, only garnet, extracted at Gore Mountain near North Creek, and limestone, quarried at various places throughout the County, and used for road building and concrete work, are of commercial importance.

Fertile soil, never too plentiful in Warren County, is thinner than ever on upland slopes because of erosion following the lumberman's ax and forest fires. The whole region, except for a sandy plain at the extreme southeastern tip, is mountainous. Products of rock disintegration washed into the narrow valleys are soon carried away by streams or are received as lake deposits.

Topsoil, averaging five to eight inches, consists principally of sand and sandy loam. The blue-black muck, in drained swamps on the eastern edge of Glens Falls, is useful for growing celery and onions; and a swampy area at the head of Glen Lake contains peat deposits which for a short time were worked as a source of fuel.

The level country just north of Glens Falls, once covered with lofty white pine, grew up to scrub pine after the virgin forest had been fed to the sawmills. For a long time this area was treated as wasteland and even now is not useful for farms. However, a large part of it, the Glens Falls watershed, and some other nearby areas, have been reforested. Trees adapted to the type of soil have been selected and, though still young, give promise of developing into a healthy new woodland.

The Mountains of Today

WARREN COUNTY, an 876-square-mile area in the northeastern part of New York State, once a part of Washington County, became a separate entity on March 12, 1813. Named for General Joseph Warren, who was killed at the Battle of Bunker Hill, it embraces eleven towns under the government of a sixteen-member Board of Supervisors, one from each town and five from the city of Glens Falls.

Except for the region surrounding Glens Falls, Warren County lies wholly within the five-million-acre Adirondack State Park, the largest in the United States. Across it, from northeast to southwest, run four mountain ranges, the Luzerne, Kayaderosseras, Schroon, and Boquet.

Glens Falls and its environs spread over a strikingly level, sandy plateau (400 alt.), but to the north and west the almost continuous mountain ranges, three to fifteen miles apart, give the country a rugged aspect. Isolated peaks and jutting spurs, such as Potash Mountain (1,680 alt.), near Lake Luzerne, and French Mountain (1,522 alt.), at the head of Lake George, take up much of the land between the ranges. However, the rounded crests of the mountains, softened by a covering of forest verdure, give the skyline a gracefully flowing contour.

Paralleling the mountain ranges, and occasionally cutting through them, are picturesque valleys, some broad and pastoral, others wild and deep, but all infinitely varied in scenery — open fields and dense forest, winding river, clear lake, and quiet pond.

In the southernmost valley between the Luzerne and Kayaderosseras Mountains, only a low divide separates the headwaters of Lake George from the sources of a chain of ponds and lakes, including Vanare, Forest, and Allure, which feed Lake Luzerne; this in turn empties its waters into the Hudson River. Through a narrower valley with steep wooded sides, a mere gap in the mountains, the main highway, US 9, follows a stream from Lake George Village northwest up an easy grade to Warrensburg on the Schroon River, near where the latter stream joins the Hudson.

The next valley, following the general trend, forms a triangle with the two just described. It extends from the open country around Luzerne up the narrow gorge of the Hudson to Warrensburg, where it spreads out to include the Schroon Valley, one of the most extensive and fertile farm areas in the County. At Horicon the outlet of Brant Lake enters the Schroon Valley from the east, and a few miles beyond lies the southern

end of mountain-hemmed Schroon Lake, the northern boundary of the valley.

The large streams that drain most of the County — the Hudson and its tributaries, the Schroon and East Branch Sacandaga — flow south. The rest of the County drains into Lake George and Lake Champlain, whose waters flow north into the St. Lawrence River. The Lake George basin is so narrow that rainfall a short distance west of its shores reaches the ocean a thousand miles farther south, by way of the Hudson. Glens Falls rises steeply from the banks of the Hudson, but most of the sandy plateau upon which it is built drains toward Lake George and Lake Champlain.

The upper Hudson River is swift; it drops almost a thousand feet in the fifty miles it travels from the Essex County line south across Warren County and, in a sweeping arc, east to Glens Falls. Up from Corinth the Adirondack branch of the Delaware and Hudson Railroad and a state highway follow the river through its deeply cut, rugged valley, which at times narrows to a ravine flanked by peaks that rise precipitously to a height of 1,500 feet above the stream. The railway stops at North Creek, but the highway continues into Essex County.

West of the Hudson River in Warren County the mountains are higher, the valleys narrower, the villages smaller and fewer, and there are large areas reached only by woodland trails. Indeed only one through highway, State 8, crosses the 25-mile western boundary line into Hamilton County. Gore Mountain towers to a height of 3,595 feet and there are many lakes and ponds of glacial origin, several at an altitude of more than 2,000 feet. The streams that do not drain directly into the Hudson River help feed the Sacandaga Reservoir, which controls floods and maintains a steady flow into the Hudson River during dry seasons.

Lake George, the largest body of water in the Adirondacks, dotted with many islands, lies almost wholly in Warren County. Occupying one of the deepest basins in the State, its surface, only 323 feet above sea level, looks up to mountain heights of over 2,500 feet. Prospect Mountain (2,021 alt.) and Tongue Mountain (2,258 alt.) tower conspicuously above the Warren County shore, while even more imposing peaks rise from the east side, Black Mountain in Washington County (2,665 alt.) being the tallest sentinel.

Schroon Lake (807 alt.), which juts into the County from the north, is more than nine miles long and averages about a mile in width. Brant Lake (801 alt.), a few miles to the southeast, measures six miles long and a half mile wide.

Not far away is Loon Lake (866 alt.) an irregular triangle that affords a vista of more than two miles across its surface, and just south of that is Friends Lake (915 alt.), only a little smaller.

In the northwest corner of the County, Thirteenth Lake (1,674 alt.) lies nestled among tall peaks. In the southwest corner is Harrisburg Lake (1,494 alt.), two miles long, lying at the end of the road that climbs up a narrow valley from Stony Creek. In the southern projection of the County, Lake Luzerne (624 alt.), a mile long and half a mile wide, lies close to the Hudson River. All of these and many smaller lakes and ponds are reached by good roads, but there are scores of others that can be approached only by woodland trails or bridle paths.

Warren County is subject to wide extremes of temperature varying from about 40° below zero in the coldest winter nights to a 37-year record high of 101° at Glens Falls in summer. The nights are usually cool even during July and August. Light frosts have been known as late as June 20, and as early as August 26, but killing frosts seldom come after the middle of May or before late September. The mean annual temperature varies from 46° in the southern part to 43° along the mountainous boundary as compared with 52° to 53° for New York City. The growing season for crops varies widely in different parts of the county. In the Glens Falls area there is an average of 151 days without frost; at Lake George, 140 days; and at North Creek, only 134 days.

The annual precipitation over the southern slopes of the Adirondack Mountains, including Warren County, is about 35 to 39 inches, higher toward the north; but during June, July, and August there are comparatively few rainy or cloudy days, though there are occasional severe electrical storms. In early spring and autumn there are likely to be cloudy days and chilly evening fogs. Winter snow fall, with a yearly average of 68 to 75 inches, is heavier at the higher altitudes and in the northern part of the County. It varies from year to year, but there is usually snow for winter sports in the mountains for several months, and some winters bring deep snow to the valleys and the Queensbury plain. Except at high altitudes and on a few exceptionally cold days, there is usually a slight thaw daily in the early afternoon sun, but those unaccustomed to such low temperatures as occur even in the bright early morning sunshine must be especially careful to protect ears, hands, and feet, wear warm clothing, and keep active while out of doors.

Plant and Animal Life

WITH its forests, dells, and hills, Warren County presents a wide variety of trees, plants, shrubbery, and wild flowers. Most of the plants grow at every level from the valleys to the highest summit, although, in some sections, hardwoods inhabit the hollows and lower slopes, while evergreens grow toward the mountain tops. On the highest peaks a few alpine plants are found. On rocky summits where the soil is thin and moisture drains rapidly away, the forest trees are frequently dwarfed into a scrub growth, gnarled and twisted by the wind.

In the days when lumbering was "big business" the county was cut over from two to four times. Today the forest has been restored to such an extent that, while it is generally less dense, and the trees are comparatively young, it approaches in area its original extent. Even in the farming sections there are extensive woodlots and in many places trees and bushes are encroaching step by step on pasture and meadow.

Warren County forestland is under State protection with much of it reserved as a part of the Adirondack Park, a vast public domain, open for the free use of the people as a health and pleasure resort, and as a source of timber and water supply. In line with this policy the State, the County and the City of Glens Falls have reforested several regions with pine and spruce. One of these is the Theodore Roosevelt Forest, established by the State near North Creek in 1926, along a part of the route which Mr. Roosevelt was traveling when he became President of the United States on September 14, 1901. The Charles Lathrop Pack Demonstration Forest, north of Warrensburg, 2,200 acres of pines and hardwoods, serves as an outdoor classroom for students of the New York State College of Forestry. Its purpose is to show that trees can be grown as a continuous crop by harvesting the ripe timber without disturbing the younger growth. Wherever space permits varieties suited to the soil and climate are planted to replace mature trees that have been cut before they begin to deteriorate.

White pine, an abundant and valuable tree in the old logging days, is still the predominant species in the County, while hemlock, red spruce and balsam are also plentiful. In low, damp areas black spruce and white spruce are widely scattered. Among the introduced species, Norway spruce and European larch have been extensively planted in reforestation plots.

The trembling aspen is important as temporary ground cover on burned acreages. It is quick-growing but short-lived, and other trees soon replace

it. The common juniper and the shining willow, while not abundant, are distributed over much of the County. Pitch pine is plentiful in the lowlands, whereas red pine grows in clumps on low hills. The jack pine is found in sandy, barren soils that will not support larger trees.

Of the hardwoods the most abundant and valuable are sugar maple, yellow birch, beech, white ash, and white birch. The American elm graces roadsides, hedgerows, and fields in farming country and adorns the street of hamlets and towns. The residential sections of villages have magnificent old elms to shade their parks and homes. Another ornamental tree, the mountain ash, which has attractive white flowers and red berries, grows in only a few areas. Other varieties commonly distributed throughout the County are red maple, scrub oak, grey birch, striped maple, and mountain maple.

The plant life of the Adirondacks is impressive in its diversity. Mountainside, swamp, meadow, and sand plain — each has its typical flowers, shrubs, mosses, and ferns. On the forest floor rich green mosses, pale lichens, and delicate flowering plants abound; in wet places peat mosses and club mosses thrive. There are wintergreens and sometimes a deep resilient carpet of the smaller partridge berry. White Cladonia and yellow buellia lichen grow from the cracks of blackened rocks, while reindeer moss and Iceland moss appear among the non-flowering types of ghostly lichens.

The delicate maidenhair, the large bracken, the cinnamon fern, the interrupted fern, the polypody, the marginal shield ferns and the small royal ferns thrive on the rich moist floor of dense lowland forests.

Slender white Greenland sandwort abounds high in the mountains, and yellow mountain goldenrod grows among the balsam. Together with the reddish-striped wood sorrel, dwarf dogwood, and mountain aster, they lend color and beauty to the uplands.

Even before the last snow has been piled in drifts by the March winds, the pussywillows send out their furry buds, while along woodland brooks and in the marshes the skunk cabbage, first flower of spring, soon appears. Snow still lies in the fence corners and shaded hollows when the fragrant trailing arbutus opens its pink flowers close to the ground among last year's leaves. Yellow violets, first of the numerous violet tribe, nestle close to the forest floor in the chilly days of early spring with hepatica, bloodroot, anemone, and a host of others. Only a little later the swamps are ablaze with cowslip or marsh marigold. On the hillsides a few brilliant pink azaleas bloom.

Dogwood and chokecherry in the early spring are the most conspicuous wild flowering trees on wooded hills and along the roadsides. Although

not plentiful, cherry, pear, and apple blossoms add their color. Alder, elderberry, shadbush, and red osier contrast with the delicate greens of the opening buds and tender leaves of willow, tamarack, and other marshland trees and bushes.

In early summer the open fields are bright with dandelion, patches of bluets, daisy, buttercup, clover, blackeyed Susan, devil's paintbrush, blue lupine, and other flowers familiar in the landscape of New York and New England. Meanwhile in the woods columbine, trillium, saxifrage, Indian pipe, jack-in-the-pulpit, and Solomon's seal appear.

In the less frequented forests are found wild orchids. These moccasin flowers or lady slippers, pink or yellow, rise on single stalks from clusters of leaves. Another variety, in swampy woods, has a tall leafy stem bearing several blooms of white splashed with bright red. In the swamps and the marshy edges of ponds, or in and along running streams are horsetail, cattail, hellebore, boneset, cardinal flower, and water cress.

There are at least two insect-eating plants: the sundew, and the pitcher plant, into whose leafy receptacles, half full of water, the unsuspecting insect crawls from the inviting lip of the pitcher only to find his egress barred by bristly hairs pointing downward. In early spring the pitcher plant flower opens a bright purple, green, and yellow rosette on a tall, slender, green stalk.

The spring pastel shades that later flare into the flaming colors of summer give way as winter approaches to the more subdued browns, blues, purples, and grays. In the woodlands, hardy goldenrods, asters and wintergreens are among the last to fade; in the meadows and fields, as milkweed silk drifts in the autumn air, asters, gentians and goldenrods make their last stand; in swamps the ferns and cattails linger on.

Cultivated flowers are for the most part those especially dependent on sandy soil. Among the shrubs capable of surviving, the early yellow forsythia, pink flowering almond, and lilac are the first to bloom in the spring. The crocus, bleeding heart, lily-of-the-valley, peony, marigold, calendula, larkspur, delphinium, dahlia, rose, pansy, tulip, daffodil, chrysanthemum, cosmos, and aster are grown in Warren County gardens and flower beds.

Some gardeners specialize in wild flower or formal gardens, or in special varieties of plants. The gardens of Robert J. McMullen, Glens Falls, open in the spring to visitors, are well known for their tulips.

All types of covert — mountain wilderness, open woodland, farmland, swamps, lakes, and streams — afford refuge for a great variety of mammal, bird, fish, and insect life in Warren County. Indeed the opening of

the big woods by lumbermen has made conditions today more favorable for most species of wild life than the primeval forest. True, the wild turkey, the heath hen, the passenger pigeon, and the moose are gone, and some fur bearers are almost extinct; but the modern gun, trap, and automobile have been the cause, rather than lack of suitable habitat.

The largest wild animals in the County, the white-tailed deer and the Eastern black bear, are natives of the woodlands. Ambling bruin, unless cornered or wounded, is more frightened than the hunter who suddenly comes upon him gorging in a berry patch. Deer provide a major sport and their abundance in Warren County is indicated by the fact that 384 were bagged in the one-month open season in 1939 and 351 in 1940.

That fierce predator of pioneer days, the timber wolf, is today only a memory, but a smaller relative, the brush wolf or timber coyote, a migrant from the West, is spreading through the Adirondacks. A few have been killed in the deep woods near Brant Lake. Wildcats, once thought to be wiped out, are also returning to the County for they have been seen near North Creek. The fisher and marten, hunted for their valuable pelts, are gone; the otter, until late years almost extinct, is returning, but is none too popular with fishermen because of his fondness for trout.

The varying hare or snowshoe rabbit, another of the fur-bearing species, which has periodically increased and declined, is today holding his own and even shows a tendency to multiply with the growth of more spruce and pine, his natural coverts. Mink, red fox, and grey fox are reported as abundant as in early times. The grey fox is said to be extending his range northward and accommodating the breeding season to the more rigorous climate.

The beaver, almost exterminated by 1900, has become so plentiful under protective legislation as to invade farms, where he occasionally becomes a nuisance with dams that flood fields and roadways. In 1940 an open season was declared and 69 Warren County trappers bagged 146 beavers for a profit of more than $2,500.

Birds of many species haunt the County's woodlands. The shrill cry of the blue jay may sometimes be heard warning the partridge and deer of the approach of a hunter. From tree tops drifts the clear whistle of the hidden wood pewee or the varied call of the red-eyed vireo, while down on the forest floor the ovenbird screams his repetitious "teacher — teacher." The delicate trilling of the black-throated blue warbler, chestnut-sided warbler, black and white warbler, and the redstart comes from protected woodlands, and also the calls of the downy or red-headed woodpecker, pine grosbeak, flicker, and chickadee.

Panorama

PARADISE BAY, LAKE GEORGE

Photo by John J. Vrooman

ADIRONDACK HIGHWAY IN THE AUGUST SUNSHINE

THE SACANDAGA SPILLS INTO THE HUDSON

UPPER HUDSON VALLEY, SOUTH OF GLENS FALLS

Photo by John J. Vroom

POTASH MOUNTAIN RISES FROM A PLAIN

STATELY PINES, PACK DEMONSTRATION FOREST, NEAR WARRENSBURG

Many insect families add their undertone to the sounds of the woods—the rasping buzz of the cicada, the low humming in their brief season of swarms of the "no-see-ums," punkies, deer flies, black flies, and sand flies. Evidences of the harmful work of the pine weevil and the tent caterpillar may be seen where they have attacked trees in forest, field, and village.

The timber rattlesnake ranks as the most dangerous reptile in the County, but is not plentiful and usually holes up in the most inaccessible mountainous regions. The hognose snake, the black snake, and the garter snake, common in the woodlands, are non-venomous.

The stirrings of the birds and beasts and the sounds of animals that prowl at night make darkness in the big woods a bit awesome for the rookie hunter, hiker, or angler. The maniacal laughter of the loon, the hoot of the screech owl and the great horned owl, the chattering of the little brown bat and the chimney swift, the croaking of frogs, the screaming of night hawks, the rustling of such numerous little beasts as the Canadian white-footed mouse and the masked shrew, the ghostly passage of deer, bear, fox, and weasel, and the clatter of the noisy porcupine are some of the sounds that excite the imagination in the forest night.

Like the woodlands, the lakes, streams, and swamps of Warren County have their characteristic fauna. Brook trout, lake trout, bass, pike, pickerel, pikeperch, and bullheads respond to the angler's lure in a variety of fishing waters. In swamps and ponds the brown-shelled mud turtle, the orange-trimmed painted turtle, the yellow spotted turtle, the dark-colored wood turtle, and the moss-backed snapping turtle, the only edible species, are common. Along the shores and among the cattails are hidden the spring peeper or tree frog, the wood frog, and the toad, the eft, the red newt, and the spotted salamander, the crayfish, and the harmless water snake.

High over swampy areas wheel blackbirds, bitterns, great blue herons, and marsh hawks, while deep in the rushes swamp sparrows, Maryland yellow throats, and marsh wrens nest. The kingfisher, poised for diving, hovers above lakes, and migratory woodcocks and black ducks, scarce a few years ago, now rest frequently on the waters. Among the reeds and grasses swarm caddis flies, dragon flies, damsel flies, and Dobson flies, the larvae of which are sought as bait by fishermen. Around lakes and ponds fish flies or May flies make a brief appearance.

In woodlot and farm the skunk and raccoon are estimated to be more numerous today than when Henry Hudson sailed up the river that now bears his name. Muskrats are not plentiful, but the cottontail rabbit, once found only on Long Island and in the lower Hudson Valley, has followed the settler's ax, plow, and cabbage patch into all parts of

Warren County. The red and the grey squirrel, woodchuck, and chipmunk, as well as the porcupine, are common everywhere, except in the heavy timber.

An outlaw occasionally encountered in fields adjacent to woodlands is the European hare, sometimes called by hunters the Texas jackrabbit, an animal which may weigh up to 18 pounds. Neither released nor protected by the Conservation Department, this hare has drifted into the Adirondacks from other regions of the State. Such good hunting does he provide that sportsmen have made requests for his propagation.

The native pheasant, which remains in the County the year around, is not plentiful but still survives. Fed by the Conservation Department and by local fish and game clubs, they provide good hunting in the short open season. The quail, almost extinct, is being propagated but suffers from lack of proper covert.

Field, meadow, and orchard birds inhabit Warren County in great variety. Frequently heard is the high, shrill voice of the meadowlark, the call of the field sparrow who teasingly draws attention to himself but is rarely seen, the warbling of the bobolink, the singing of the brown thrasher, and the imitations of the catbird. The close observer may discover a flicker searching the ground for ants, a fierce kingbird catching insects from a high branch or engaging a hawk in combat, and crows, in the daytime, pestering sun-blinded owls. In garden and orchard, on fence post and bush, may be seen the chicory-eating goldfinch, the brilliantly garbed bluebird and Baltimore oriole, the white-breasted nuthatch and the little wren.

Color and motion is added to the fields and meadows by many kinds of insects. Prominent are the monarch, swallowtail, and cabbage butterflies, grasshoppers that leap ahead as you walk, ladybugs, the cucumber, tiger, and soldier beetles, and other varieties too numerous to list. Ants may invade your picnic lunch if you trespass on their hills and bees or wasps will protect their store of food if their homes are invaded, and mosquitoes are troublesome in the spring, especially near woods or swamps.

Night over the open country brings its own activity and sound. Moths — luna, cecropia, sphinx, polyphemus — dash against lighted windows, fireflies flash pinpoints of brilliance, frogs croak, and katydids and crickets utter their insistent chirp.

Red Men, White Men, and Border Warfare

MORE than two centuries before white men settled in Warren County contending forces were at work upon the fate of North America. Bitter warfare between the Algonkian population and the invading Iroquoian tribes was deciding which of these great racial groups should occupy the Upper Hudson, and engendering hatreds that echoed all through the bloody struggle between Frenchmen, Englishmen, and Americans for possession of a new empire.

Long years before Cartier sailed up the St. Lawrence in 1534, the Algonkian tribes were lighting their council fires at Pem-pot-a-wut-hut, the Fire Place of the Nation, on land where their paleface brothers have since built a city called Albany. Various tribes of this stock, including the Pequots, Narragansetts, and Mahicans, spread out through present-day New York and New England.

The Mahicans then held northeastern New York, built summer encampments on Lake George, Lake Champlain, and the Hudson River, and sought game in the vast stretches of the great beaver hunting country, that highland wilderness now known as the Adirondacks. Across Warren County and the mountains beyond wound the trails of the Indians. Later these became the wood roads of the pioneer and the modern highways of today.

Warren County, a wild, almost inaccessible region of forbidding winters, was also disputed border territory. It was the scene of much fighting between hostile Indians, which seems to justify the historical conclusion that it was never a place of permanent abode for the aborigines. The remains of stone implements, bits of pottery, pipes, arrow-heads, and spear-heads, found at Dunham's and Northwest Bays on Lake George, at Harrisena, Round Lake, Glen Lake, and at the Big Bend in the Hudson above Glens Falls, indicate at least brief Indian encampments.

About the beginning of the fourteenth century the pleasant lands of the relatively mild-mannered Mahicans were invaded by a warlike race from the west, the Iroquois. For a time the newcomers were only another group among the large number of Algonkian tribes. Then, toward the latter part of the sixteenth century, they formed the League of the Five Nations. Possessing a key position geographically, they began to drive out, subdue, assimilate, or exterminate their Algonkian neighbors. At

last, utterly broken, the Mahicans retreated into New England. The Schaghticokes, by leave of their Iroquois masters, lived in subjection and were allowed to extend their hunting grounds to the shores of Lake George. The Hurons, Ottawas, Pequots, Abenakis, and other tribes, were scattered and pushed relentlessly northward to the Great Lakes and the St. Lawrence River. The Algonkians along the lower reaches of this stream were derisively dubbed Adirondacks, Tree-eaters, by their conquerors. Thus they continued to foster a deadly hatred for the Five Nations who had reduced them, a race of successful hunters and warriors, to the necessity of existing for a time on herbs, bark, tree buds, and roots.

This hatred between two great Indian groups provided motive and plot for the first act of a bloody drama of conquest as Samuel de Champlain (1567-1635), French explorer, sailed up the St. Lawrence in 1608 to found a permanent settlement at Quebec. From the Indians he heard wondrous tales of Caniaderiguarunte, "the lake that is part of another lake." They agreed to guide him to the fabulous waters if he in turn would use his "firestick" to help them defeat any war party of Iroquois met on the way.

On July 4, 1609, Champlain and two of his companions with sixty Hurons and Algonkians under their chiefs, Yroquet and Ochastequin, entered the great lake to which Champlain gave his name. Impressed by the magnificent vistas of mountain, forest, and field, he paddled southward with his white companions and dusky allies. On the evening of July 29, he encountered near Ticonderoga a strong raiding party of about two hundred Iroquois warriors.

Battle lines were drawn, and the morning of July 30, 1609, saw a wilderness encounter which did much to decide the future of America. Champlain posted the other two white men with their firearms on his left flank, while he stood surrounded in the center of his red allies. When they advanced to within thirty paces of the Iroquois, the Algonkian ranks opened and the white adventurer leveled his arquebus. At the first shot, two enemy chiefs fell dead and another was mortally wounded.

At the same time Champlain's companions opened fire from the flank. Appalled at the firestick whose thunder brought death, the Iroquois fled in utter rout. It was a defeat they neither forgot nor forgave. This deadly hatred of the French, a hatred translated into continual harassment of the settlements of France along the St. Lawrence, incited much of the action in the second act of the drama of empire, the growth of the Dutch and English colonies in New York and New England.

In September of that same year, 1609, Henry Hudson (?-1611), explorer and navigator in the service of the Dutch East India Company,

sailed his little vessel, the *Half Moon,* up the river that has been given his name. He reached the head of navigation a few weeks after Champlain had fought the Iroquois at Ticonderoga only a hundred miles away to the north. Thus early did white explorers approach Warren County from both north and south. Before long, Dutch, English, and French traders and soldiers, following Indian trails far and wide, penetrated its territory, but it was not until a century and a half later that peaceful settlers began to clear the forest, build homes, and plant crops.

Meanwhile war parties and armies swept up and down Lake George to wreak havoc and destruction, plunder and pillage, and to carry away prisoners. The struggle between France and England for colonial empire kept alive the fires of hate and vengeance while both sides strove to win profit in the fur trade and to gain the military support of the powerful Iroquois Five Nations, of whom the warlike Mohawks were nearest to Warren County.

The Iroquois lived in long houses built of poles and bark. Rarely did the "long house" hold only a single family. Though it had entrances only at each end, it usually had compartments for many families, and often stretched out to a length of 200 feet, or even more. The Five Nations referred figuratively to their home territory, stretching across what is now New York State from Lake Erie to the Hudson River at Albany, as their Long House, and the Mohawks were called Keepers of the Eastern Door.

In 1642, a Mohawk war party captured three Jesuit missionaries and a group of their Huron converts on the St. Lawrence River. These they tortured and brought captive down Lake Champlain to their villages. Of the three Jesuits, Brother Rene Goupil was killed, while Brother Guillaume Couture, exchanged for a Mohawk captive, left the order. After a year of incredible suffering, Father Isaac Jogues, the Jesuit leader, with the aid of the Dutch at Albany, escaped and sailed for France. There he was highly honored, and the Pope, calling him a "Martyr of Christ," granted a special dispensation permitting him to perform the sacrament of the Mass in spite of his terribly mutilated hands. Father Bressani, an Italian Jesuit, was captured two years later by a Mohawk war party on the St. Lawrence, received similar treatment, but was ransomed more promptly by the Dutch.

Father Jogues, having returned to Canada, was sent in 1646 to confirm a peace treaty with the Mohawks. He chose the route over the Ticonderoga portage to Lake George, and on the eve of the feast of Corpus Christi, transported by the sight of that beautiful lake, he named it Lake St. Sacrament in honor of the day. There is no record that any white man had seen the lake before Father Jogues.

The Mohawks now received him hospitably, and he returned to Canada promptly to report that the treaty bound only the Mohawks to keep peace with the French. It did not protect the Hurons and other Algonkian allies of the French from attack by the Mohawks and was not binding upon the rest of the Iroquois Five Nations. Nevertheless, Father Jogues returned later in the summer with a lay brother named John Lalande and a few Hurons to found a mission among the Mohawks.

As the party approached the Mohawk villages, they were seized as captives. One faction, the Bear clan, desiring war, wanted to kill them, and accomplished their purpose by luring first Father Jogues, and the next day Lalande, into their huts to tomahawk them. Along the path by which the missionaries had entered the village their heads were set up on poles.

At Auriesville, just west of Amsterdam on the south shore of the Mohawk River, there is a shrine to commemorate this first attempt to found a mission among the Mohawks. Later efforts to convert the western tribes of the Five Nations were only a little more successful, since the Iroquois remained for the most part loyal to the British and were hostile to French priests.

By act of Pope Pius XI, Father Jogues, Rene Goupil, and John Lalande were beatified June 21, 1925, and canonized June 29, 1930, three of the first eight North American saints. At Lake George Village the State of New York has erected a monument with a heroic bronze statue of St. Jogues at the place where he left Lake St. Sacrament on his fatal journey. That was the name of the lake for more than a century until William Johnson named it for the king who afterward rewarded him with gifts, high office, and a title of nobility.

A charter granted by Charles II to his brother James, Duke of York and Albany, in 1664 resulted in the seizure of New Netherlands by the British, to whom it was finally ceded ten years later. Colonial wars between French and British were largely motivated by European disputes, and American boundaries were set by treaties between European monarchs. Of the many expeditions that passed through Warren County, up and down Lake St. Sacrament, or around it by way of the Great Carry between the upper Hudson River and Wood Creek, the marshy headwaters of Lake Champlain, a few may be listed.

In 1689 Count Frontenac's plan to invade the British Colonies by the Lake Champlain route and destroy them, beginning with Albany, was frustrated by the Iroquois, who had ravaged and destroyed all the French settlements except Montreal. On his arrival from France, Frontenac found the surviving French provincials prostrate with fear and lacking

supplies, but he still felt obliged to impress his Indian allies by a prompt reprisal. In January 1690, he sent a party of Frenchmen and Algonkians, 250 strong, to attack Albany. Nearly exhausted and groping their way through a violent snow storm they arrived before Schenectady late at night on February 8. Amazed to find the colony unguarded they surrounded the houses and woke the inhabitants with war cries. More than half the settlers were killed or captured, and the raiders retreated to Canada laden with booty.

Enraged by this act, Governor Leisler of the Province of New York called the first Colonial Congress ever assembled in America, and it met in April. The outcome was a punitive expedition of 800 men from New York and Connecticut under Major General Fitz John Winthrop, which assembled in Albany and moved as far as Hautkill (Whitehall) at the southern end of Lake Champlain. When Winthrop learned that he would not be supported by the expected Massachusetts contingent, that he would receive no further supplies from Albany, and that his Iroquois were sending but seventy braves, he ordered his expedition to face about and return to Albany. A detachment of 150 men, including Indians, proceeded up Lake Champlain. Led by Captain John Schuyler they made a successful raid on the French fort at LaPrairie, but they were too few to attempt an attack on Montreal just across the St. Lawrence.

The next summer, Colonel Peter Schuyler, John's brother, renewed the attack on Fort LaPrairie. Though he is generally credited with a victory over the French forces led by Valrenne, there was no decisive result.

In 1693, after a large French force had destroyed the Mohawk villages, Peter Schuyler pursued them and harassed their retreat.

In 1696 Frontenac personally led an expedition that destroyed the crops and castles of the Onondagas, an Iroquois nation south of Oswego on Lake Ontario, and they sued for peace. Meanwhile England in 1697 concluded the treaty of Ryswick with France.

But in 1702, with the mother countries once more in armed conflict, Queen Anne's War began in America. An expedition under Colonel Francis Nicholson marched out of Albany in 1709 for an attack on Montreal, supported by a fleet which was to sail up the coast of Canada. Advancing through the wilderness along the Hudson, Nicholson built a military road from Fort Saratoga (Schuylerville) to Fort Schuyler (Fort Ann), erecting fortifications along the way which he called Fort Miller and Fort Nicholson (Fort Edward). This was as far as he went; on receipt of news that the fleet had failed to carry out its part, he returned to Albany. In 1711, Nicholson, now a general, led another expedition over the same route but met with like reverses.

The campaigning ended in 1713 with the Treaty of Utrecht. The French, making good use of the lull in hostilities that followed to push forward a program of colonial expansion, built Fort St. Frederic at Crown Point in 1731, on land once occupied by an English trading post. It was thereafter regarded by the northern colonies as a bared sword pointed at their heart because Lake George provided a highway across the wilderness to the English settlements and Mohawk villages. Peace, however, continued until King George's War opened with the burning and massacre of Old Fort Saratoga by the French and Indians under Marin on November 17, 1745. Savage but indecisive border raids followed for several years, until 1748 brought the Treaty of Aix-la-Chapelle.

It was a powder-keg peace. The French, at least, never stopped preparing for the final sanguinary chapter of conflict for the New World empire. While both sides were striving to win more Indian allies, the shrewd diplomats of the Five Nations had long maneuvered to maintain a balance of power they could control. Perhaps they foresaw that the triumph of one faction of the whites would spell their doom.

French and Indian War

DURING the French and Indian War the largest armies traversed what is now Warren County, the most exciting and colorful scouting raids and skirmishes occurred in this region, the most extensive military roads, stockaded posts, and forts were built here, the largest flotillas sailed upon Lake George, and some of the bloodiest battles were fought on Warren County soil. Monuments, markers, the ruins of fortifications, and place names reminiscent of participants in that struggle, bear witness to its intensity.

To this borderland beside a highway of death and destruction not even the hardiest frontiersmen, equally skilled in the use of rifle, ax, and plow, dared bring their families, make clearings, and make crude homes until the struggle between the French and British for the possession of the western colonial empire ended. Even then the few who first came to Warren County had hardly established themselves when another struggle, the War for Independence from Great Britain, wiped out their new communities, as Indians, soldiers of both sides, and outlaws, ravaged the frontier with pillage and murder.

Thus for six generations after the martyrdom of St. Jogues in 1646, Warren County was part of the "dark and bloody ground" along the Great Warpath from Albany to Montreal. The scourge of tomahawk and scalping knife, bayonet and hatchet, musket and artillery, fire and sword was laid upon it. Here were felt the thrill of the victor, the despair of fugitive and captive; here were death by cold and hunger. Raiding parties and armies of Indians, Colonial settlers, and European conscripts, volunteers, mercenaries, and professional soldiers trod its Indian trails and military roads and used Lake George for a highway.

In 1749, one year after the peace of Aix-la-Chapelle, there was much concern in the English Colonies regarding the activities of the busy French, whose Fort St. Frederic at Crown Point constantly sent out frontier raiding parties. Colonel William Johnson of the Mohawk country, merchant, Indian trader, commander of militia, and sometime Indian agent for the Province of New York, reported to Governor George Clinton that the French were attempting to alienate the friendship of the Iroquois for the English, and later that they were stirring up strife among these Indians. Johnson told of Indian forays, instigated by the French, which had killed pioneers or driven them from their new homes on the New York and New England frontier. He pointed out that even Schenectady and Albany were now menaced, and that the French were pushing

their trading posts and building forts at Niagara and on the Ohio which would threaten the Pennsylvania and Virginia frontier also.

Long before war was declared both England and France were well aware of each other's preparations for attack in America by land and sea. In February 1755 Governor Shirley of Massachusetts wrote to James de Lancey, Lieutenant Governor of New York, discussing plans to repel the French on the Ohio, and to attack Nova Scotia with a fleet. He expressed the hope that New York, New Jersey, and New England could unite their "strength to erect such a fort near Crown Point, as may command the French fort there, and curb the city of Montreal itself."

As leader of such an expedition Shirley nominated Colonel Johnson, "without the least partiality to the governments concerned," he explained, but because Johnson was well known for his influence over the Iroquois, at this time joined by the Tuscaroras, and henceforth known as the Six Nations.

In April 1755 Johnson and Shirley attended a meeting called at Alexandria, Virginia, by Major General Edward Braddock, newly arrived commander in chief of his Majesty's forces in North America, to plan for operations against the French. Braddock himself was to march into the Ohio country; Shirley was to make the attack on Niagara; and Johnson, whom Braddock appointed Superintendent of Indian Affairs, was to lead the expedition against Crown Point.

Johnson at once employed Peter Wraxall of Albany, who ably performed for him the functions of secretary, aide-de-camp, and "Boswell." Writing effusively from camp at Lake George, Wraxall was ever diligent that the best side of his master's leadership should be presented in his correspondence and reports to the Colonial governors and the English ministry at home. He played no small part in presenting the expedition, which failed to reach its goal, as a glorious victory for Johnson.

On April 16, Johnson received from Shirley his formal commission as major general in command of the expedition. His plan was to hold a grand powwow with the Iroquois and their allies at his home, next to assemble the troops, artillery, and stores at Albany, and then march north, cutting and clearing his own road as the army advanced, and building "such strong houses and places of security" as might be necessary to shelter the men, ammunition, and supplies.

Upon arrival at Crown Point he was to erect a fort on a nearby hill commanding the French fort, and call on the commandant to retire "from the same, as being an encroachment upon His Majesty's territories, within the Country belonging to the Indians of the Six Nations, and erected contrary to the Treaty of Utrecht . . . whereby the Indians of the

then Five Nations are expressly declared to be subject to the Crown of Great Britain." Nothing in Johnson's orders compelled him to attack Crown Point unless he first met with resistance — a nice point in that the mother countries were officially at peace.

There were bickerings and delays and the beginning of a bitter feud between Johnson and Shirley, who took for his own expedition troops meant for Crown Point, and belittled Johnson in his dealings with the Indians. In camp the Yorkers and Connecticut and New Hampshire troops quarreled with each other, and there were endless jealousies and disputes among the officers of Johnson's staff.

Johnson had plenty to occupy him before his recruits began to trickle into Albany late in June. He asked for an allowance for the proper maintenance of his "new dignity and station," extra pay for officers in the Indian service, more gifts and presents for the Indians, and laws to curb the practice of buying the weapons and clothing of the Indians with rum.

The New York Assembly drew up "some Hints for a Commanding Officer" which contained sound advice about the necessity for adequate supplies, an admonition to "engage in no action of importance without the advice of a Council of War" and the sage observation that since "prayers have often a good effect, especially among New England men, a well gifted New England parson might therefore be a useful implement." They also bade him carry a few conch shells to call in stragglers and suggested that he provide his sentries with watch dogs.

By the time the village of tents had begun to spread over the pastures across the river from Albany, Johnson wished he had never undertaken the job because of all the dispute, confusion, and delay which to his Tory mind were "consequences but too natural in so divided a system." The discipline and training of raw levies from farm and shop, enlisted "for the duration," chafing under the inactivity and restrictions of camp life, was no easy task. Soldiering was not the business of the Colonial recruit, who desired and, indeed, demanded a quick campaign soon finished so that he could go home to farm and fireside.

Carrying out Johnson's orders to select campsites and keep the men busy was Captain William Eyre, detached from Braddock's command to be artillery officer and engineer of the Crown Point expedition. A little later, encamped in Warren County at the head of Lake George, which turned out to be their journey's end, Eyre, with Wraxall and Glazier, made up that small official family which regularly sided with Johnson in his difficulties with the New England officers.

On July 17, 1755, Johnson issued orders to Major General Phineas Lyman of Connecticut, his second in command, to march with 1,100

men of his own regiment and the Massachusetts regiments of Colonel Timothy Ruggles and Colonel Ephraim Williams to the Great Carrying Place, at first called Fort Lydius, then Fort Lyman, and finally Fort Edward. Lyman was to take with him two brass field pieces, ammunition, stores, and bateaux, clear the road along the Hudson by way of Old Saratoga of trees, logs, and stumps, widen it to 25 or 30 feet, repair it, and build bridges, be on guard for lurking parties of French Indians, and take care not to fire on friendly Indians acting as scouts. Arrived at the Carrying Place, his division was to encamp and erect log buildings to store powder, supplies, and provisions.

On that same day Johnson's smoldering dispute with General Shirley broke into a full-blown feud because of Shirley's efforts to enlist Indians for the Niagara expedition without consulting Johnson. On the advice of Goldsbrow Banyar, his friend among the great, Johnson's Wraxall exercised care to write long accounts of the actions of Shirley and their effect on the good of the service. These he sent to the Colonial Governors, the Lords of Trade in London, and to Thomas Pownall, who became Governor of Massachusetts in 1757, and was now about to return to England, where he would, it was hoped, place Johnson's grievances and services in the right light with the home government.

Johnson complained bitterly about Shirley's chief Indian agent, Colonel John Henry Lydius, a rival of his in Indian affairs, who, until 1745, had conducted an important trading post at the Great Carrying Place. Johnson professed to distrust him because of his trade with French Indians, his marriage to a Canadian half-breed wife, and a suspicion of illegal traffic with the French. This petty jealousy and selfish rancor was delaying the expeditions and making it increasingly evident that since both Shirley and Johnson wanted to be *the* great man of the war, the close of the campaign must find one or both in disfavor with the Crown.

In this time of confusion wild rumors flew through the camp beside the Hudson of Braddock's defeat and death near Fort Duquesne, and on July 26 Shirley automatically succeeded to the supreme command. The same day Shirley ordered Johnson, in case he met a superior force of the French on his march to Crown Point, to retreat to Albany and protect the Province of New York from attack. So disturbed was Johnson that he told both Shirley and de Lancey that he must have Indians to win at Crown Point. He further informed de Lancey that because of Braddock's defeat, Shirley's interference in Indian affairs, and the danger of a general attack in force by the enemy, it might be advisable to build a fort at the Carrying Place, garrison it with Lyman's division, arrived or about to arrive there, and hold the balance of his army in their present camp to cover the city of Albany and to act as a reinforcement for Lyman.

Having received no new orders by August 1, Johnson sent the second division of his army, 1,105 men with ten pieces of field artillery under his third ranking officer, Colonel Moses Titcomb of Massachusetts, to the Great Carrying Place to join the forces of Major General Lyman. On August 3, Johnson received word from de Lancey to proceed according to plan and that he would try to obtain reinforcements from his own Assembly and from Connecticut.

It was not till leaky bateaux had been repaired that Johnson was able to march on August 9 with the third division of his army, about 800 strong. It took five days to drag the artillery and wagons by horse team and oxen through the hot, green wilderness to the Great Carrying Place. There he issued orders for Colonel Blanchard with his New Hampshire troops, who had finally given up the dangerous idea of marching direct to Crown Point and had arrived at Albany, to impress wagons, the river being too low for loaded bateaux, and march overland to join the expedition. At the same time a council of war asked reinforcements of 1,000 men from Massachusetts and Connecticut.

Only 40 Indians had joined the army, and at Albany there were difficulties about provisions and a shortage of wagons, while camp discipline and inaction fomented disorder and insubordination among officers as well as men. Lieutenant Esa Noble, of Colonel Seth Pomeroy's company in Colonel Ephraim Williams' regiment, found guilty of "supporting and exciting a mutinous disposition in certain soldiers," was sentenced to make "public and audible acknowledgment of his crime with promises of future good behavior at the head of each regiment." Men were confined for fighting, for swearing, for firing their rifles contrary to orders, for sleeping on sentry duty. The birch rod, the irons, and the wooden horse were frequently in use.

At a council of war, on August 18, it was decided to send out 1,500 men under Lyman to cut a road to South Bay, if that was found to be the best and most practical route. It was also voted to build the proposed fort and to send all women in the camp back to Albany by the first wagon train. On the 22nd Johnson dispatched a list of wagoners, who, with their horses and wagons, had deserted from camp at the Carrying Place, to Sybrant G. Van Schaik, Albany magistrate, with a demand that the offenders be prosecuted. The deserters, mostly impressed Dutch farmers, apparently had small love for the English cause and the Dutch magistrates were little concerned to punish them.

On August 24 Johnson wrote the various Colonial governors that the Caughnawagas were to take the field for the French. This, he said, would make the Iroquois less willing than ever to ally themselves to the English because they had mothers, sisters, and brothers among the French Indians,

and made even more urgent the need for strong and speedy reinforcements. Also he conveyed the information that a road "is now making from this place to Lake St. Sacrament [Lake George] where I propose to build magazines and raise a defensible fortification."

This carried the expedition into what is now Warren County, and the military road then built by Johnson is today followed very closely by US Route 9 between Glens Falls and the village of Lake George. For a generation it was the scene of the bloodiest of battles, skirmishes, and raids on supply trains and travelers. Sizable trees had time to grow in the clearings made for the encampment and forts at Lake George and for the stockaded outposts along the way, before permanent settlements were made, because the first settlers who tried to take advantage of these clearings were driven out by the campaigns of the American Revolution.

Three days before Johnson's announcement of his plan to take the Warren County route and build a fort at Lake St. Sacrament, Mohawk scouts had arrived from Canada with news that the French were shipping troops to Crown Point, that they proposed to attack the English at South Bay if they advanced by Wood Creek, or at the pass called Ticonderoga if they came through Lake St. Sacrament. Councils of war held during the next two days had decided upon a change to the lake route.

After a wrangle among his officers over the fortifications at Fort Lyman, Johnson, at the head of a detachment of 1,500 men, a few Indians, and some field pieces, set forth on August 26 over the crude way opened to the Lake through dense forest without a single clearing. Toward evening two days later they arrived at beautiful Lake St. Sacrament and began the task of hewing down forest giants to make a camp. Before leaving the Carrying Place, Johnson, overriding objectors, had ordered Lyman to keep 300 men at work there building the fort, to set twenty-five men under a guard of the same number at the task of repairing the lake road, and then to send up the heavy artillery and baggage. The stores and the rest of the troops, however, were to remain at the Carrying Place until the stockaded encampment could be completed.

Indians to the number of about 200 led by the venerable Mohawk chief, King Hendrick, Johnson's close personal friend, reached the camp at Lake George on the 29th or 30th. The new arrivals brought the Indian contingent in camp to a mere 300, a disappointing number in view of the promises made at Johnson's Indian conference in June. Shirley's interference, Braddock's defeat, and the Caughnawagas' declaration for the French, had seriously affected the Indians, always temperamental and easily swayed.

On September 1, 1755, the name Lake George made its first appearance on paper. Johnson's report to General Shirley on that day was headed

"Camp at Lake George," and in the letter the General announced that "this lake which the French call Lake St. Sacrament, we have called Lake George."

Johnson complained bitterly of deserting wagoners and remarked that lack of transportation might retard his taking "post at Ticonderogue." Word from Lieutenant Governor Spencer Phips that 800 men were being raised by Massachusetts of whom some were already on their way to Albany, and from Governor Thomas Fitch that Connecticut was enlisting 2,000 men who would soon be ready to march, further complicated the problem of bringing up supplies.

An old feud between the governor and assembly of Pennsylvania precluded aid from that quarter and caused Benjamin Franklin to write, "Thus, from petty, private considerations in particular Colonies, general public good is obstructed and prevented; which shows more and more the necessity of our proposed union." The New York assembly could not make up its mind promptly to vote another 400 men, and New Hampshire flatly refused further reinforcements. More than ever the harassed Johnson fervently wished he were independent of governors and assemblies.

Nevertheless he pushed to completion his camp at Lake George. It occupied the summit of a slight rise and fronted on the road to the Carrying Place. In the rear lay the wide expanse of the Lake. On the right, at the foot of a steep declivity, lay a swamp with a hill beyond it. On that hill Johnson set 400 men to work clearing a site for a fortress. A few days after the first of September the camp expanded as Lyman marched in from the Carrying Place with the second division of the army. He left behind only the five companies of Yorkers under Colonel William Cockcroft and the Hampshires of Blanchard who were fighting among themselves and neglecting work on the fort.

At Johnson's camp on Lake George also the Yorkers were mutinous. They demanded the pay due them and the General ordered it up, at the same time expressing himself impatiently on the subject of money and its uses in an "unhabited woods." It was not easy to keep sentries alert, and the inadequate wagon train became an even more serious problem when he ordered 200 bateaux brought up from the Carrying Place and expressed a determination to advance on Ticonderoga if the small enemy force reported there by his scouts was not augmented.

On September 7, Indian patrols dispatched toward Crown Point suddenly returned to camp with startling news which King Hendrick conveyed to a council of war. The French were marching in force from the direction of South Bay toward the English post at the Carrying Place. Johnson hurriedly sent two expresses to warn Blanchard. Guards were doubled and the men ordered to lie on their arms all night.

About the time Braddock and his regiments left England, there had sailed from France a force of 3,000 French regulars under Baron Dieskau, an experienced veteran of the European campaigns of the great Marshal Saxe. When the papers of the dead Braddock, revealing plans of the expeditions of Johnson and Shirley, arrived in Quebec, Dieskau with his army was there. Promptly the Marquis de Vaudreuil, Governor of Canada, ordered the Baron to march southward and protect the Champlain Valley.

In August, Dieskau, with about 700 regulars, 1,600 Canadians and 700 Indians, arrived at Crown Point. Toward the latter part of the month he set off with most of this force in a long line of canoes that traveled swiftly down Lake Champlain to Ticonderoga. Here he camped and pressed his intractable Indians and their leader, Legardeur de Saint Pierre, to obtain information as to the whereabouts of Johnson.

On September 4 he was told that the main army of English were at Lake George and only 500 Colonials guarded the fort at the Great Carrying Place. Advised by his officers that the American farmers would not fight, Dieskau boldly divided his force to march southward with a more mobile unit of 216 regulars, 684 Canadians, and 600 Indians. Embarking their canoes on the ever narrowing southern arm of Lake Champlain, this detachment paddled to Two Rocks in the Great Marsh or Drowned Lands, where the lake was little wider than a brook.

On the 5th they advanced to the head of South Bay and encamped for the night. At dawn, Dieskau ordered each man to pack several days supply of food. Leaving their canoes and baggage, the force then set off through the dense wilderness to halt at noon "beyond the mountains," probably near old Fort Anne. Here, on the 7th, the Baron issued instructions for a rapid advance and attack on Fort Lyman at nightfall. For guides and scouts he ordered into the van St. Pierre and his Indians, Hurons, Adirondacks, Abenakis, and Caughnawaga Iroquois, all painted for battle.

Schooled in European warfare, Dieskau possessed little knowledge of Indian ways. He did not know that his red allies had no intention of leading an advance on the fort. Facing cannon was never their idea of a good fight. Toward evening, the column broke out of the woods on Johnson's military road near the Hudson, not at Fort Lyman, but at the foot of Sandy Hill. Dieskau raged at the Indians, and berated a country that required the use of such intolerable allies. But the only result was a point blank refusal to attack Fort Lyman. Resignedly Dieskau ordered an encampment.

Then fate began to write history. Scouting French Indians shot and scalped at least one of Johnson's express riders galloping to warn Blanch-

ard and carried his papers to their commander. A little later they intercepted a group of ten or twelve English wagoners who had chosen a bad moment to desert. Two were captured, the others raced back toward Lake George. About midnight they burst into camp and reported their encounter with the French. They had heard firing, they said, and a man "call on heaven for mercy." Johnson realized that the man must have been poor Adams, his messenger to Blanchard.

In the grey dawn Johnson's war council wanted to order out two detachments of 500 men each, one to South Bay to intercept the enemy if they retreated, the other to advance down the Military Road and relieve the unfinished fort at the Carrying Place. Wise old King Hendrick, insisting that this was folly, picked up a stick, broke it, and then showed that a bundle of sticks was stronger.

Heeding this good advice only in part, Johnson ordered the commands united under Colonel Ephraim Williams of Massachusetts and asked Hendrick to accompany the Provincials with 200 of his Mohawks. Still protesting that "if they are to fight they are too few, if they are to die they are too many," the aged chief, too fat to go on foot, bowed to the wishes of his friend, who lent him a white horse. After he had harangued his followers before leading them to battle, the column marched from camp while it was still early morning.

Similar and almost simultaneous events were taking place in the French encampment beside the Hudson. Possessed of almost complete information on the strength of his foe by virtue of the captured wagoners, Dieskau in council, on the morning of September 8, demanded of his Indians that they join him in an attack on Johnson. "The more English there are, the more we shall kill," he boasted. The intrepid Baron well knew that the enemy outnumbered him but was allowing his contempt for the Colonial farmer-soldiers to sway his mind, adding another error to the one made when, in direct disobedience to Vaudreuil's orders, he had left most of his regulars behind on the plateau of Ticonderoga.

The Indians now agreed to accompany him. There would be scalps and plunder; and a camp, so they thought, would not have cannon. Eagerly Dieskau prepared to march. The regulars, in the center, would advance along the road; the Canadians and Indians were ordered to the flanks. It probably concerned the Baron little that this forced his troublesome allies to beat their way in broken ranks through the tangled brush and woods that lined the highway.

About ten o'clock in the morning the French approached a dark,wooded defile between the rugged ramparts of French Mountain on the right and the gradual slopes of West Mountain on the left. The column suddenly

halted as advance scouts brought in a prisoner. An English detachment was marching south along the road. Dieskau issued quick commands. The Canadians and Indians, at their best in brush fighting, swiftly disappeared behind the rocks, trees, and thickets of the slopes on either side of the defile. The regulars were stationed at the rear to command the road. Then, as all movement ceased, silence settled over the ambush.

Colonel Williams, an Indian fighter of some experience, approached the trap, his troops in solid marching order, two abreast. Apparently unaware that the French were near he had ordered out neither scouts nor flankers. Only the presence of Hendrick and his Mohawks in the van saved the column from utter annihilation. Dieskau's Iroquois could not resist warning their brother Mohawks. Before the English were well within the jaws of the semi-circle of death a few Caughnawagas fired a warning volley.

A withering burst followed from the regulars and Canadians. A shot brought down the weighty King Hendrick's conspicuous white horse, and a French bayonet put an end to the chief as he struggled to rise, while his Mohawks took to the woods. Williams bravely led a charge up the hill to the right, whence poured a heavy fire. Rashly he leaped upon a large rock to urge his men on and fell dead as a rifle ball pierced his brain.

British Colonials dropped on all sides, shot by an enemy they could not see. Panic seized them, the van dropped back, the rear pushed forward, rank folded upon rank, they broke, and the retreat became almost a rout.

Lieutenant Colonel Nathan Whiting, second in command, stormed and exhorted till finally the more courageous rallied. These began to use the tactics they knew best. Retreating from tree to tree and bush to bush, they poured a galling fire on the French. Men fell on all sides. Indians leaped in to tomahawk the wounded and scalp the dead.

Captain Solomon Keys, shot and dying, was placed beside a tree with a loaded rifle to kill himself as the Indians approached. Keeping him company in death were Major Noah Ashley, Captains Hawley, Porter, Ingersoll, Stoddard, Stevens, and Farrell, brother-in-law of Johnson, Lieutenants Cobb, Burt, Pomeroy, and others. More than 200 Colonials were killed or wounded. Neither did the French escape unscathed. Among their officer dead was Legardeur St. Pierre, who had commanded at Fort le Boeuf in the Ohio country at the time Washington traveled there on a mission for Governor Robert Dinwiddie.

As the ominous sound of slaughter came nearer and nearer to his camp, Johnson hurriedly ordered a sortie by Colonel Edward Cole and 300 men to relieve the pressure on the beleaguered Provincials. Covered by Cole's well-directed fire, the beaten detachment streamed into camp at about

eleven o'clock, and the so-called Bloody Morning Scout, prelude to the main battle, was over.

Actually Colonel Williams led no mere scouting party. It was a fighting detachment of 1,000 soldiers and 200 Indians sent to the relief of Blanchard at Fort Lyman, which Dieskau had intended to attack first. Though the fight lasted but one brief hour, it cost Johnson and his Indians their heaviest casualties.

A half hour later the emboldened Dieskau, as if on parade, marched his column directly up the road against the English encampment. The regulars, bayonets gleaming in the sun, held the center. The Canadians filtered into the woods right and left, the Indians in support. Halting just within gunshot range and firing by platoons in their best European manner, the veterans opened the attack. The Canadians and Indians advanced behind the cover of trees, which extended to the barricade of logs, wagons, and bateaux thrown up around the camp.

Johnson's Provincials, their first panic over as Dieskau failed to press an immediate attack, returned the French fire volley for volley. Though untrained in military tactics, they were dead shots with their long hunting rifles. Captain Eyre now joined the din, throwing grapeshot from the three large cannon at the front of the camp on the regulars exposed in the road. At the same time he ordered the six field pieces posted on the hill to the left to open up on the Canadian militia and redskins among the trees. The reserve corps, aided by two brass field pieces, blazed away whenever an attempt was made to rush the camp from the right, where swamp and lake made attack less easy.

Through the long afternoon the battle raged, its fury abated for brief intervals only. Johnson received a painful flesh wound in the leg early in the engagement. Retiring to his tent, he turned over the command to General Lyman, who carried on with courage and energy. Though he also took chances with his life at the barricade, he escaped injury.

Dieskau knew well enough that his best opportunity had been at the moment of the first assault, while the untrained defenders were wavering. He had indeed thrown in his disciplined regulars, but they were not enough, and he could not control his Canadians and Indians at the critical juncture. Recklessly exposing himself close to the British line in order to urge the Canadians and Indians to a flank attack, he was wounded in the leg.

While his adjutant, Montreuil, also injured, was cleansing Dieskau's wound with brandy, the general was hit again in the knee and thigh. Leaving the thrice-wounded commander seated behind a tree, Montreuil

brought two Canadians to carry him to safety. One of them was shot down, and Dieskau, refusing to let his adjutant leave the battle to help him, ordered Montreuil to lead the regulars in another attack.

The grenadiers of La Reine and Languedoc fought stubbornly, their ranks decimated by grape and rifle shot. They received little support, however, for the Canadians and Indians had no stomach for steady cannon fire. Dieskau's mistake in leaving two-thirds of his regulars behind, his rash overconfidence, and his underestimate of the fighting ability of the American soldiers, were bringing their tragic consequences.

It was after four o'clock when the French regulars, abandoning the frontal assault, led a last ditch charge on the right. They were nearly shot to pieces by the steady fire of the regiments of Colonels Titcomb, the late Williams, and Timothy Ruggles. Bolder spirits among the Colonials even jumped the barricade and fought the enemy from behind trees. Leading his men in this type of fighting, rifle in hand, Colonel Moses Titcomb, next in rank to Lyman, was killed. As the French fire wavered and slackened, Lyman ordered a charge. With a yell the English Colonists leaped the breastworks and drove the enemy before them with clubbed rifle and hatchet.

Dieskau, helpless with his wounds, saw a musket aimed at him. Though he made a sign not to shoot, a bullet plowed through his hips and the soldier who had fired it, leaping upon him, ordered him in French to surrender. Dieskau's own account as quoted by Parkman from a document in the French *Archives de la Guerre* follows:

> I said, "You rascal, why did you fire? You see a man lying in his blood on the ground and you shoot him!"
>
> He answered, "How did I know you had not got a pistol? I had rather kill the devil than have the devil kill me."
>
> "You are a Frenchman?" I asked.
>
> "Yes," he replies; "it is more than ten years since I left Canada;" whereupon several others fell on me and stripped me.
>
> I told them to carry me to their general, which they did. On learning who I was, he sent for surgeons, and, though wounded himself, refused all assistance till my wounds were dressed.

Johnson had no easy task in protecting his wounded foe from the fury of his Mohawk allies, enraged because of their losses in the morning ambush, and especially at the death of their beloved chief, King Hendrick. Bursting into the tent where both the rival commanders lay wounded, they disputed angrily with Johnson in their own language.

To Dieskau's query, the British general replied, "What do they want? To burn you, by God, eat you, and smoke you in their pipes in revenge

for three or four of their chiefs that were killed. But never fear; you shall be safe with me, or else they shall kill us both."

Again they returned, and though they finally calmed down, and, seemingly appeased, smiled and shook hands with Dieskau in token of friendship, Johnson warned him that there was still serious danger. Not wishing to embarrass his gallant host, the Frenchman asked to be moved to another tent, where Johnson posted a captain with fifty men to guard him. Even so, an Indian with a concealed sword slipped past the sentinel next morning and was prevented from stabbing Dieskau only by quick action on the part of the colonel to whom the tent belonged. This officer wrested the sword from the intruder and pushed him out.

It is small wonder that when Montcalm, two years later, won a hard-fought victory at this spot, he was unable to restrain his more numerous Indian allies or to give his prisoners the protection promised them in the terms of surrender. It was perhaps the severest test of Johnson's strength of character and his influence over the Mohawks, as well as the highest tribute to his honor as a gentleman and a soldier, that he succeeded in protecting his fallen foe. When Dieskau's wounds were sufficiently healed Johnson sent him with an armed escort via Fort Lyman and Albany to New York. Though he sailed for England in the spring, the Baron never fully recovered from his wounds.

After the final assault by the French had been repulsed and the defenders of the British camp had begun to relieve the wounded and count their dead, the rattle of musketry to the south was heard as the third episode of the Battle of Lake George was staged. In the morning an Indian runner had arrived at Fort Edward with news that a wagon train dispatched to Lake George had been ambushed and captured. Blanchard sent out scouts to reconnoiter. These soon returned to report the rattle of musketry toward the lake. Blanchard increased the force to 260 men under Captain Robert McGinnis and ordered it to the aid of Johnson.

Toward evening they arrived on the battleground of the Bloody Morning Scout. Coming upon the French baggage the detail moved forward cautiously and surprised 300 Canadians and Indians who had deserted the battle to rob and scalp the dead. Their ghoulish work completed, they were resting beside a "piece of standing water near the road."

The first fire of the colonists did terrible execution, but the survivors resisted fiercely. Mortally wounded, Captain McGinnis continued to direct his men till they had won, when he fainted. His second in command, Folsom, was also wounded. Baron Longueil, leader of the Canadians and Indians, received a fatal injury, and few of the men in his command escaped. The bodies were cast into the pool and their blood dyed the waters red; this pool is still called Bloody Pond.

Moving on, McGinnis' detachment reached the camp in time to assist in the final rout of the French. Under cover of darkness Chevalier de Montreuil, second in command to Dieskau, rallied his shattered forces behind French Mountain on the shore of Glen Lake, camped for the night, and retreated across country to his canoes at South Bay. The French losses probably totaled 400, though they reported only 228, while Johnson reported a loss of 262 killed, wounded, and missing.

The successful defenders did not pursue. Wraxall was busy penning Johnson's reports of success to the Colonial governors and to the English ministry, while the commander in chief himself was nursing his wound and protecting the French general from the wrath of the Indians. Parkman says that Major General Lyman later urged Johnson to advance on Ticonderoga, but the record of a council of war held the day after the battle shows Lyman joining the other field officers in a unanimous vote to employ "all our time in securing ourselves here in the best manner possible."

Shirley and the Colonial governors urged an advance, but Johnson argued that his men were too exhausted and battered, that he had only 1,800 or 1,900 effectives, that the strength of the French was unknown, and that he had an insufficient number of wagons to bring up provisions and bateaux. Aside from all this, he suffered considerably from his wound and was able to maintain only a surface harmony with his leading field officers, including Lyman. He was also deserted by his red allies who, having suffered a loss of 60 killed and wounded, went home to mourn.

Thus the opportunity to cut off the French retreat by destroying their canoes at South Bay was lost, and not till a week later was Johnson able to send a scouting party to Ticonderoga to learn the strength of the French forces. Then he wrote, "I think we may expect shortly a more formidable attack." As reinforcements arrived he set them to work raising a solid breastwork to defend the camp and building a fort on the rising ground beside the Lake. Within two weeks after the battle the French behind their entrenchments at Ticonderoga were able to defy him.

So the army settled down in camp, drank copious quantities of rum, and daily grew more discontented. Johnson urged that a strong fort be built on the hill across the swamp but his council of war voted for a picketed stockade only, saying that the troops would do no digging. The general took the matter to the governors and in a letter to Captain Robert Orme, Braddock's aide-de-camp, asserted he would have his fort in spite of "the obstinacy and ignorance of these officers by whose advice I am obliged to regulate my proceedings."

On September 15 Johnson, fearing a new attack, demanded that the mayor and the magistrates of Albany impress every horse and wagon in the county to bring up provisions and stores, arrest any persons hiding

their conveyances, and punish those wagoners who had already deserted his army. Thirty French prisoners, including Baron Dieskau and his aide-de-camp, were sent to Albany on the 16th. On the 21st Johnson ordered Cockcroft to be about the business of finishing the fort on the Hudson despite quarrels between Connecticut troops and Yorkers. He proclaimed that its name would be Fort Edward, "in honor of the second Prince of the Blood." Toward the end of September a shortage of rum, meat, and bread caused Johnson to order that no further reinforcements be sent up from Albany.

In camp at Lake George, discontent and sickness increased. A rumor spread that the army could advance but that the wounded Johnson would not turn over the command to Lyman. There was another story that the general was forced to place his friend Eyre in irons because the artillery officer had fired over the heads of the French during the battle. Finally Johnson had his field officers in council on September 29 acknowledge the falsity of these back-fence tales. The same council, after hearing a request from Sir Charles Hardy, the new governor of New York, for a strong fort at Lake George, voted to detach 700 men from all other duty to build one.

September drifted into October and the army unwillingly settled deeper into camp. Wraxall went to Albany to report direct to Hardy on insubordination, differences of opinion between Johnson and field officers, and shortage of wagons. At the same time Johnson added a new member to his official family — Captain Beamsley Glazier.

Governor Hardy urged that Johnson push on and Goldsbrow Banyar warned the general that he should at least give the appearance of action to save the prestige already gained. Lieutenant Governor Phips wrote that the Massachusetts people would be greatly disappointed if the army failed to advance after large sums had been appropriated for reinforcements.

Ill with his wound, Johnson, on October 9, finally gave Lyman authority to call a council of war. That afternoon the council decided that the troops could not march. The forces in camp were not sufficient, a large enough stock of food was lacking, and provision wagons could not be spared to bring up boats from Fort Edward and ammunition from The Flats and from Half Moon.

On Sunday, October 12, a council of war, again presided over by Lyman, reported that there were 3,600 men at Lake George, 500 at Fort Edward, and 2,500 recruits at Albany or on the march to camp. Of this number 700 were unfit for duty because of a shortage of tents, bedding, and heavy clothing. The council further held that there had been at no time more than a two-week supply of food, except meat, in camp, and

that it was now becoming increasingly difficult to bring up provisions because of impassable roads, breaking down of wagons, and wearing out of horses. For these reasons they voted to notify the home governments that it was impracticable to proceed with the expedition.

Banyar, sympathizing with Johnson in these difficulties, commented sarcastically that "these are the blessed effects of that unbounded liberty we boast of and value ourselves for." As usual, and not wholly without reason, the Royalists, Tories, and army leaders blamed the delays of the democratic process and the dissensions among independent government agencies, unable to unite promptly in a common undertaking, as the reason for military ineffectiveness.

A third council of war on Sunday and Monday, October 19 and 20, presided over by Lyman, again voted that an advance was impossible. It was pointed out that the food was decreasing, the rivers rising, the roads growing worse, one-third of the men were sick because of the long encampment, and 3,000 French were entrenched at Ticonderoga. In his report to the various governors, Johnson added another reason: the troops were homesick, tired of army life, ill-prepared for cold weather, and disinclined to proceed farther.

On October 29 Massachusetts appointed a commission to inquire into the conduct of Johnson's army. The following day the general proposed to a council of war that they attack the French outpost at Ticonderoga. The proposal was voted down. On the 31st, Connecticut requested that its troops be disbanded and sent home.

Meanwhile Governor Shirley had abandoned his expedition against Niagara and returned to Albany, where he had received a Crown commission as commander in chief of His Majesty's Forces in North America. There, on November 7, Johnson sent him a report that the fort at Lake George, almost ready for garrison, had been named Fort William Henry, "after two of the Royal Family." Two days later he congratulated Shirley on his new office and asked to be relieved of his military command in order to devote himself to his duties as Superintendent of Indian Affairs, an office to which he had been appointed by Braddock. Shirley coldly refused to accept the resignation and it may here be noted that Johnson had received his military title from Shirley.

In the same dispatch the general advised Shirley that the Connecticut troops had learned of their government's desire to have them discharged, that they attempted to march from camp, complained that they had only a biscuit a day, half a pint of flour, and no sauce for their meat. They were restrained, he said, only by a promise that they would be discharged after 12 more days of work on the fort.

As the cold rains of November fell on the ill-equipped camp, it settled into something near despair. The lack of sanitary regulations had long since made it a place of inexpressible filth. A fierce stench rose and spread above the conglomeration of huts and tents. Even with twentieth-century army sanitation, casualties from disease far exceed those from wounds in action, so it is not surprising that at Fort William Henry sickness increased till twelve or fifteen men were being buried every day.

The military road was abominable; work gangs were continually out to keep it in some repair. Recruits from Albany were posted by the ford at Old Saratoga to help the supply wagons across the rising Hudson. Wagon trains, hub-deep in mud, pushed through with such difficulty that at times only one day's supply of bread remained in camp. Men muttered against their officers, officers wrangled among themselves, leaders differed with Johnson, and Johnson bitingly condemned what he termed the "democratical fabric" of his army.

But the deadly stalemate continued. The only excitement in camp was a report by Indian scouts on November 11 that a force of French with "countless campfires" was advanced to the east side of Lake George. Those rising young military men, Captains Robert Rogers and Israel Putnam of the Rangers, went out on scout to prove the alarm groundless. Finally, on November 17, a council of officers from Massachusetts, Connecticut, and New York, which met at Albany with Governor Hardy and Major General Shirley, recommended what amounted to an absolute order that Johnson "advance against the enemy." On November 21 and 22 Johnson's field officers again voted in council that the state of the army was such that it could not proceed. In private they told the general that the men would flatly refuse to march if so ordered.

A council on November 24 and 25, attended by the commissioners from the several governments, who had journeyed to Lake George, ordered the troops discharged and the expedition abandoned. By agreement a quota from the regiments of each Colony would make up the garrison of 430 men for Fort William Henry and 320 for Fort Edward. Colonel Jonathan Bagly was left behind as commandant at the lake and Lieutenant Colonel Nathan Whiting at the post on the Hudson. They had detailed instructions from Captain Eyre on how best to defend the new fortresses — irregular squares with bastioned corners, palisaded walls, and earth-filled ramparts enclosing frame barracks.

At Albany on December 2 Johnson wrote his final report to the Colonial Governors. The record proved, he asserted, that it would have been imprudent for his forces to advance and he maintained that the disappointment manifest in some governments was being "nursed and strength-

ened" by members of his own army "from political and selfish motives." "Without wishing to insinuate my own consequences," he pointed out that a failure to defeat Dieskau would "not only have destroyed all our other military operations, have totally lost us all our remaining Indian allies, but have plunged these northern Colonies into the most calamitous situation and opened streams of blood in every vein." For meritorious service he named only the members of his official family, Wraxall, Eyre, and Glazier. On behalf of Major General Lyman, who carried the burden of the Battle of Lake George, he penned not a word. In concluding Johnson resigned his command.

That Shirley instructed Johnson to continue as Superintendent of Indian Affairs was no indication that the breach between the two men was healed. In fact, Johnson's friends about this time succeeded in calling to the King's attention the interference of Shirley in the Indian department, his failure in the Niagara expedition, and his culpability in ordering the removal by Colonel Dunbar of Braddock's defeated veterans from Virginia to Albany, thus permitting the Indian allies of the French to ravage the undefended frontier of Virginia, Pennsylvania, New Jersey, and New York.

The events of the next few months proved that Johnson's campaign at the court of King George had been successful. In February word arrived that Johnson had been made a baronet; in April came news of a grant to him of 5,000 pounds by Parliament; in June he received a royal commission as colonel of the Six Nations and sole superintendent of Indian affairs. At the same time Colonel Daniel Webb arrived with orders to supersede Shirley. It is small wonder that forever after Johnson was intensely hated by the embittered Shirley.

Plans were now pushed for the campaign of 1756. Webb was superseded by Major General James Abercromby and His Lordship, the Earl of Loudoun, was placed in command over both. They constituted a trio of ineptitude in sharp contrast to Shirley, who, if headstrong and vain, was also energetic and zealous. Because of their timorousness and obstinacy in time of crisis, Webb and Abercromby showed themselves unequal to the difficult tasks imposed upon them. Because Loudoun trumpeted much, marched back and forth, frittered away his time with ineffectual activity, but never found time to make an attack, he earned general disapproval at Albany, Fort Edward, and Fort William Henry.

Before the arrival of his successors Shirley made plans to lead an expedition to reinforce Oswego and attack the French forts at Niagara, and to place Major General John Winslow of Boston at the head of another march against Crown Point. In June Abercromby removed Shirley from this command and in July Loudoun withdrew the Niagara expedition

entirely. He ordered all efforts joined for the attack on Ticonderoga, where the French, laboring all winter after Johnson's failure to advance, had thrown up the fortress called Carillon. About this time, after a year of war, the mother countries gave formal recognition to the state of conflict by formal declarations.

Slowly Loudoun's army gathered into camps at Albany, Fort Edward, and Fort William Henry. To protect his line of communications he built the blockhouse and stockaded enclosure at Halfway Brook, known as Seven Mile Post, located just north of the present city of Glens Falls on US 9. It soon became noted as a frontier stopping place and notorious as the site of bloody ambushes by the Canadian and Indian bushrangers. In June, July, and August these allies of France frequently raided the English supply line, plundering wagon trains, slaughtering indiscriminately the guards, teamsters, and woman passengers. They practiced those frontier and border warfare tactics, used alike by Indians and white men on both sides, that made the military road across Warren County from the Hudson River to Lake George a "continuous scene of carnage."

By August, 10,000 Provincials had gathered for the storming of Ticonderoga, with Colonel Lyman in command of the camp at Fort Edward and Colonel Bagly at Fort William Henry. Then the blow foreseen by Shirley fell. Montcalm in a rapid maneuver took Oswego, destroyed the British fort, and captured the garrison. Immediately he returned to Ticonderoga, bringing reinforcements released by the victory from the French posts on Lake Ontario. His army at Carillon swelled to upwards of 5,000 men.

The alarmed Loudoun ordered his army on the defensive. And so once more the grumbling Colonials settled down in the insanitary northern camps. There, with scant regard for cleanliness in the location of slaughter houses, graves, kitchens, and latrines the men died at the rate of a dozen or more each day. The only activity fell to Rogers, Putnam, Stark, and their Rangers, who scouted and harassed the enemy and did their best to protect the line of supply from the lightning thrusts of Canadians and Indians.

Montcalm did not advance; he was content to hold Carillon. Thus the armies remained, separated by the 32 miles of Lake George's primitive beauty, until winter ended all hope of action on a large scale.

Captain Robert Rogers and a hundred of his Rangers relieved the monotony of the winter camp in January. After making snowshoes for themselves, a party of 74 set off on January 17 to scout around Ticonderoga. There they found more than they bargained for and in a disastrous snowshoe battle with the French and Indians they lost fourteen dead, six

captured and six wounded, including Rogers, whose head was grazed by one bullet and his wrist broken by another. To be sure, the Rangers gave a good account of themselves in the fight, for the French admitted 37 casualties, but they brought home very little useful information. Rogers was laid up for the rest of the winter; while his wound was healing at Fort William Henry he contracted smallpox, which was decimating the garrison.

The campaign of 1757 was opened by the French attack on Fort William Henry in March. A detachment of 1,500 regulars, provincials, and Indians was sent to Fort Carillon under the command of Sieur de Rigaud de Vaudreuil, brother of the Governor of Canada. In mid-month, reinforced by another hundred men from the garrison, they advanced up the frozen surface of Lake George, which was free of snow, traveling light and carrying supplies and stores for twelve days on hundreds of hand sleds. On the night of March 18 they sought the cover afforded by the northern slopes of French Mountain, reached the head of the lake, and made their way through the darkness across the ice toward the fort's northern ramparts.

According to tradition, Rigaud hoped to catch the garrison still in their cups while they were celebrating St. Patrick's Day, but for that he was too late. At all events the 346 effective defenders, including John Stark and his scouts, were on the alert, and greeted the French with a burst of cannon fire. Having failed to surprise the garrison the French Provincials and Indians had no stomach for the kind of determined assault which, with their overwhelming superiority in numbers, should have been successful; and they did not use the hundreds of scaling ladders they had brought.

When le Mercier, chief of the Canadian artillery, whom they sent to parley with the British, returned with word that they would not consider surrender, but would hold the fort to the last man, the French merely besieged the fortress for five days, keeping well out of range and contenting themselves with sallies to set fire to outbuildings and boats. On the 23rd they packed their remaining supplies, left a large number of sleds and five dead behind, and with derisive yells and futile volleys backtracked to Ticonderoga.

The English admitted the loss of only a few boats; the French claimed the destruction of "everything outside the fort, over 300 bateaux, 4 sloops, one of which was pierced for 16 guns, a sawmill, a great pile of building timber and firewood, two magazines full of provisions and military effects, and a little stockaded fort containing a dozen of houses or barracks to lodge the troops and their sick." Even at their own estimate the expedition was a poor bargain for the French. They had spent the

King's money lavishly in equipping it with winter clothing and supplies and it was only the merchants and sutlers who profited.

After this attack on Fort William Henry, French scouts and scalping parties continued during the spring and summer to raid the English line of communications. At dawn, July 26, a force of French Indians suddenly darted from the Harbor Islands to surprise a detachment of 300 or 400 English, mostly recruits from New Jersey, commanded by Colonel John Parker, scouting down the lake from Fort William Henry. Only 12 soldiers escaped; 131 were killed outright; of the rest who were taken captive some provided cannibal feasts for the red men there and at Montreal.

Despite these omens Loudoun continued to exhibit a genius for making the wrong move. In the early summer he concluded plans for an attack on Louisburg, the well-nigh impregnable French fortress in Nova Scotia. The outposts of the northern frontier, Fort Edward and Fort William Henry, were now exposed. It was an opportunity long awaited by the restless Montcalm. Once more, on the plateau of Ticonderoga, there gathered the regulars of La Reine, Languedoc, and other famous French regiments, this time to the number of about 3,000, together with Canadian militia and rangers totaling 2,500, and nearly 2,000 Indians.

On July 18, Montcalm arrived and within a fortnight all was in readiness. Although he detested the role he felt compelled to play, the gallant Marquis called the Indians together for a powwow to arouse them to the pitch of battle, joined in their deliberations, took part in their war dance, and made them his allies. Thus he considered it necessary to rear a monster that he knew was likely to get out of control and to bring bitter regret and remorse because of barbaric acts, for which he would be held responsible.

On July 30, Montcalm sent part of his troops under Levis along the west shore of Lake George, since there were not boats enough for the entire force. On August 1, the rest of the 7,500 men embarked in a great flotilla of birch bark canoes, bateaux and other craft propelled by paddle, oar, and sail. That night they saw three fires forming a triangle high up on a mountain top which signaled to Montcalm that Levis had arrived at the appointed rendezvous, half way down the lake. Two days later the whole force appeared before Fort William Henry.

Montcalm then called on the fort to surrender to avoid the horrors of capture by assault, when it might be impossible to restrain the Indians. Although he had but 2,200 men, 500 in the fort and 1,700 in the fortified camp constructed by Johnson two years before, the stout-hearted Scotch commandant, Colonel George Monro of the British 35th, scorned the demand. French guns then landed in Artillery Cove, 800 men went to work under cover of night digging trenches and parallels, and the next

day thirty-three pieces of artillery began to blow the sand and log ramparts to bits. Meanwhile the brilliant Levis took post with 3,000 men in the rear of the fort to help fight off any attempted sally and to support the noted partisan Sieur de Luc de la Corne, who, with a detachment of Canadians and Indians, had encamped directly across the Fort Edward road.

The distant booming of cannon told Major General Webb at Fort Edward, that Fort William Henry, only fourteen miles away, was still holding out. Loudoun had taken 4,000 of the best American troops in addition to his British Regulars on the futile expedition against Louisburg, leaving Webb in command with not much over 4,500 men in all. Webb had sent a thousand men to reinforce Monro, increasing the garrison to 2,200 just before the French arrived.

But he did not do as he apparently intended when at the end of July he asked the Governor of New York for reinforcements because the French were advancing. What he then wrote was: "I am determined to march to Fort William Henry with the whole army under my command as soon as I hear of the further approach of the enemy." Perhaps he really meant only to frighten the Governor into hastening the reinforcements for Fort Edward and the posts between it and Albany. Though they arrived with more speed than usual, Webb failed to use them.

Sir William Johnson had received word from Webb on August 1 of his urgent need for aid because of Montcalm's approach. He was in the midst of an important council with Cherokees and other Indians, and though it was harvest time and every man was needed on the farms, he quickly gathered his militia. Still suffering from the wound he had received two years since, he arrived at Fort Edward after a day and a half in the saddle. Since Webb showed no sign of doing anything, Johnson sought and gained permission to lead out Putnam's rangers and a mixed force of volunteers who were clamoring for action.

Hardly had they gotten out of sight of Fort Edward when Webb recalled them and instead dispatched a courier with a message for Monro. La Corne's Indians, who held the road outside Fort William Henry, killed the messenger, but the letter did eventually reach its destination. First it was brought to Montcalm who read that General Webb "does not think it prudent to attempt a junction or to assist you till reinforced by the militia of the colonies for the immediate march of which repeated expresses have been sent." It stated further that the French, in complete possession of the road between the forts, had very great strength in men and cannon, and advised Monro to come to terms with the enemy unless the militia arrived very soon.

A few days later, when the French cannon had half-destroyed the British ramparts, Montcalm sent an officer with a flag of truce to deliver the

letter to Monro. He was led blindfolded through the fort and returned under escort to the French lines. In his diary the French emissary, Bougainville, wrote, "He [Monro] returned many thanks for the courtesy of our nation, and protested his joy at having to do with so generous an enemy; this was his answer to Marquis de Montcalm . . . I hope Webb's letter may induce the English to surrender the sooner."

Once more the cannon blazed and thundered, the sappers worked their way to the swamp by the lake, a causeway of logs and brush was built, guns were hauled across, and the cannonade was renewed from the camp garden only 200 yards from the English defences. Indians concealed among the maize, beans, and cabbages watched in glee. Sorties from camp and fort had been repulsed, more than 300 of the defenders had been killed and wounded, and smallpox raged among the survivors. The large cannon had all burst and only seven small pieces were in action, when, on August 9 at a morning council of officers, it was decided to raise the white flag and ask for terms.

Lieutenant Colonel Young went to Montcalm's tent, where it was agreed that the English troops should march out with the honors of war, retaining one field piece as a token of their brave defense. All the remaining arms and stores were to go to the French, who would escort the surrendered garrison to Fort Edward. The men were to be under parole not to serve against France for eighteen months, and all French prisoners captured in America since the war began were to be released. Montcalm called in the Indian chiefs, who agreed to restrain their young braves.

No sooner had the disarmed garrison marched from the fort to the entrenched camp than the Indians came looking for scalps, rum, and other plunder. Sick men, unable to leave their beds, were butchered, and the French guards could not keep the bloodthirsty savages out of the English camp, where they terrified the many women and children by handling their long hair which would furnish highly prized scalps. Bougainville wrote, "At last, at nine o'clock in the evening order seemed restored. The Marquis even induced the Indians to promise that besides the escort agreed upon in the capitulation, two chiefs for each tribe should accompany the English on their way to Fort Edward." At ten that evening Bougainville was on his way down Lake George with a message of victory to Montreal so that he did not see what ensued.

At dawn on August 10, the English, not without reason fearing the Canadians hardly less than the Indians, assembled before the arrival of their escort of 300 regulars. Montcalm would have done well to call out all his regulars as guards, since they alone could be depended upon. At five o'clock the Indians dragged seventeen wounded men from a hut where

Miles Whitworth, an English surgeon, had tended them, and before his eyes, and without protest from La Corne, other Canadian officers, and a French guard who were present, tomahawked and scalped all of them.

On the advice of French officers, Monro let the Indians have the baggage to appease them, but it seemed only to make matters worse. Just how many were killed is not known with certainty, though Levis saw fifty corpses not counting the sick and wounded who had been slaughtered. Montcalm and his chief officers recovered more than 400 prisoners from the Indians that day but they carried off another 200 to Montreal. Some refugees drifted in stripped and exhausted to Fort Edward where canon were fired at intervals to guide them. Women, children, and others rescued from the savages at Fort William Henry, were assembled at the intrenched camp, and on August 15 they were marched under guard to Fort Edward.

The British held that since the terms of the capitulation were broken, they were not bound by it, even though Montcalm and his chief officers had risked their lives in belated efforts to restore order. No doubt Bougainville expressed the feelings of his fellow officers, when he wrote, "Detestable position! of which nobody who has not been in it can have any idea, and which makes victory itself a sorrow to the victors." Even so it must be said that in failing to use all the means at his disposal for the protection of his helpless prisoners, Montcalm had gambled with the lives and safety of those to whom he had guaranteed safe conduct.

Meanwhile, at Fort William Henry, French soldiers tore down the barracks and heaped logs and bodies to form a huge funeral pyre that blazed all night. Short of provisions, Montcalm forebore to attack Webb and sailed away down Lake George on August 16, leaving the wilderness once more in possession of the wolves, with the ruined fort and the smouldering pyre a grim scar in that setting of primitive beauty.

With Fort William Henry gone, the French held all the northern section of the Great Warpath. Fort Edward was the most advanced English outpost on the frontier, and Webb, for a time, despite the arrival of upwards of 10,000 militia, was frantic for fear Montcalm would attack it. Almost unchecked, French Indians "swept the forest trails and border hamlets, resistless and merciless . . . carrying dismay to the scattering settlements along the New England boundary" and making almost useless for transportation or travel the military road through Warren County. On this note ended the campaign of 1757 — a complete failure for the English and Colonials and the subject of bitter criticism in America and England.

During the winter it was deemed advisable to strengthen the hardy corps of rangers under the intrepid Rogers in order that all possible pro-

tection might be afforded the frontier and the line of communications from Fort Edward to Lake George. Rogers, now a major, often used the Seven Mile Post at Halfway Brook as his base of operations. Among the officers who accompanied him on bold forays, or led detachments on their own, were Captains Israel Putnam and John Stark. "Remember Fort William Henry!" became their cry.

Since Loudoun planned to attack Forts Frederick and Carillon at Crown Point and Ticonderoga, Major Rogers and bands of his men spent the winter scouting. They traveled through Warren County repeatedly, using the military road to Fort William Henry and thence down Lake George, to harass the enemy and bring back information. Late in December 1757, Rogers took two French soldiers from Captain Hebecourt's garrison at Fort Carillon, killed more than a dozen cattle close to the fort, and left this note tied to a horn of one of them: "I am obliged to you, sir, for the rest you have allowed me to take and the fresh meat you have sent me. I shall take good care of my prisoners. My compliments to the Marquis of Montcalm."

On March 10, 1758, Rogers, with a detail of 180 rangers and officers, received orders from Colonel William Haviland, commandant at Fort Edward, to scout the French position at Fort Carillon, seek any signs of coming activity, and harass the enemy in any way possible. Legend says that when the already famous ranger told Haviland the French were watching his movements very closely and that 400 men were needed for the expedition, the commander refused, because he disliked Rogers. If he did so, the refusal undoubtedly reflected the contempt of regular officers for any suggestion from a colonial officer.

That night the little detail camped at Halfway Brook. The weather grew bitter cold; the snow was deep. Resting without fires in the daytime, they made their way down the ice of Lake George in two fatiguing night marches. On the morning of the 13th Rogers decided to leave the lake and for better protection proceed through the snowbound forests to the west of the mountain now known as Rogers Rock.

Whether the French had learned about the approach of the Rangers from a deserter whom Rogers mentioned later, or from prisoners, or from Indian scouts who had watched him from a mountain top, or whether it was through the sorcery of a medicine man who had just arrived at Fort Carillon with 200 Indians, they had certainly prepared such a reception as befitted so dreaded a foe. Rogers, too, was on the alert, and when his flankers reported a hundred Indians advancing up Trout Brook through the four feet of snow that covered its frozen surface, he ordered his men to hide and hold their fire till they could wreak terrible havoc on the enemy at the first volley.

Half the Rangers in hot pursuit of the fifty surviving Indians soon encountered the main body of French and Indians variously estimated at from 250 to 700. Leaving fifty dead behind, the pursuing Rangers fell back to join their comrades. The entire company then retreated up the mountain slope, fighting desperately from tree to tree. In danger of being outflanked, Rogers dispatched Lieutenant Phillips with all the men he could spare to cut off the passage to his rear. Phillips was surrounded and, though he surrendered under a promise of protection, the Indians, enraged at their losses, tied him and his men to trees and hacked them to death.

Rogers and the remnant of his force made a last ditch stand in the lengthening shadows of the declining day. Often the fighting was hand to hand. A ranger who fell wounded or exhausted was tomahawked at once. Finally, under cover of darkness, those who were still able fled singly or in small groups toward Lake George. Since they had snowshoes, the deep snow aided the escape of a small number, including Rogers.

Among the many legends that surround this bold leader is one that he fled from the encounter to the summit, then named Mt. Pelee, above Trout Brook, where a cliff slopes abruptly into the waters of Lake George some hundreds of feet below. One story is that he slid down the precipice in safety, a truly superhuman feat. Another is that he tossed over his pack, and back-tracked on reversed snowshoes so that his pursurers thought he had made the fatal leap, and descending a nearby path, picked up his pack. Then the superstitious Indians, who saw him jauntily mushing away up the lake, thought he must be a god and feared to follow him. At all events, the hill is now called Rogers Rock and its steep face, Rogers Slide.

Suffering terribly without their greatcoats, blankets, and knapsacks, the retreating survivors, some wounded, were met near the Narrows on the evening of the fourteenth by a relief detachment under Captain Stark. The English loss was 125 killed, the French at least as heavy. Some authorities claim the dead reached a total of 300. Certainly this Battle on Snowshoes was a bloody engagement, perhaps the bloodiest skirmish of the French and Indian war.

With the approach of spring the great William Pitt, a power in the British ministry, announced that the campaign of 1758 would be pushed with all energy to avenge the humiliations of the previous year. He removed Loudoun and Webb, but, yielding to some influence at court, retained as commander in chief the third of that inept trio, Abercromby. Pompous, fat, regarded by his men as old though he was but fifty-two, Abercromby was entirely unsuited to lead an army into the wilderness of Lake George and Champlain. Probably aware of this, Pitt appointed as

second in command a really able young soldier, George Augustus, Lord Howe. But Pitt could not control fate, and the bodies of 2,000 brave men, piled in the woods at Ticonderoga, bore awful testimony to Abercromby's failure in a crisis.

During April preparations went rapidly forward. Abercromby selected Amherst and Wolfe to lead an attack on Louisburg and Forbes to push against Fort Duquesne. He himself would advance on Carillon and Crown Point, the French controls on that "military key to the Continent," the Great Warpath through Warren County. The Colonies were asked to supply 20,000 men. Animated by liberal crown subsidies and the energy displayed by the King's officers, they forgot their bitter criticism of the last campaign and on the whole responded with spirit.

Howe reached Fort Edward on May 8 with a large part of the expeditionary force. He immediately began to make a study of the area and, with a democracy very unusual to the times, learned woodland warfare from such Colonial stalwarts as Colonel Lyman, Major Rogers, and Captains Putnam and Stark. He had a grasp of the situation such as Abercromby never possessed and while he lived was, as Pitt intended, the real commander of the expedition in everything but name.

On May 20 Lord Howe encamped with a force of 2,000 men on the Garrison Ground at Halfway Brook; and on the 22nd he reached the ruins of Fort William Henry. Here during June was assembled the largest army ever gathered together in America up to that time, 6,367 regulars, 9,034 Provincials. "The shores, the foot of mountains and the broken plains between them were studded thick with tents." Among the veteran regiments present was the noted Black Watch or 42nd Highlanders.

On the evening of July 4 Abercromby gave the command for embarkation to advance on Ticonderoga; stores and ammunition were loaded during the night and the next morning the whole vast array was afloat on Lake George. This greatest flotilla of war ever to appear on any American lake consisted of more than a thousand bateaux, whaleboats, and flatboats — an armada six miles long, stretched out in serpentine triple files.

In the late afternoon the cavalcade rested at Sabbath Day Point; at daybreak it reached the foot of the lake. Ahead stretched the forest-covered plain along the outlet of Lake George; on the left reared the bare face of Rogers Rock, from the crest of which a French scouting force under the Canadian officer Langy closely watched the English landing.

Shortly after noon of July 6 the British, with Lord Howe leading one of three columns behind a vanguard under Rogers and Lyman, advanced through the woods on the western bank of the outlet. The bridges leading to the portage and sawmill on the eastern side of the outlet had been

destroyed by the French. Suddenly Howe's troops, lost in the deep woods, encountered Langy's scouts, who, misjudging the circuitous course necessary to avoid their enemy, were also lost in the same forest.

Brisk firing began; Rogers and Lyman turned and caught the French in the rear; only fifty of their 350 men escaped, but they sold their lives dearly. Lord Howe fell in one of the early volleys, a rifle ball through his breast. It was stark tragedy for the British — a needless death resulting from a chance encounter. It bereft Abercromby of his chief adviser, and robbed the army of the one man in whom it reposed confidence. Thereafter all was confusion, indecision, folly. Deep in the woods the army was ordered to lie on its arms for the night; the next morning Abercromby ordered it back to the landing.

Meanwhile Montcalm was faced with a desperate problem. Mount Defiance, within easy cannon range, commanded his fort, and he could not prevent the British from dragging guns to its summit if they chose to do so. Nor could he stop a detachment from crossing behind him to Lake Champlain to cut off his supplies, and he was provisioned for only a few days. Levis had just arrived with a hundred men, bringing his garrison up to 3,600, but he could not count on further reinforcements. If invested, the fort must fall soon with all retreat cut off, and enemy cannon could drive him promptly into the narrow limits of the masonry and earthworks of Fort Carillon. Even at the eleventh hour he wavered between fight and flight. It was Abercromby's failure to advance after the death of Lord Howe that brought about Montcalm's fateful decision.

Calling in all his troops, the energetic Marquis set them to work building a massive barricade of logs on the crest of the ridge that crossed the neck of land half a mile in front of the fort. Beyond the barrier for a considerable distance he ordered all the trees cut down and left where they fell, an interlaced, tangled mass. At the base of the log wall Montcalm arranged a hedgerow of sharpened branches pointing outward. The rest he left to Abercromby's stupidity.

The English commander neither brought up his artillery to breach the French defences nor did he send troops to the shore of Lake Champlain north of Carillon to sit across Montcalm's line of communication and starve him out. Instead, as soon as Bradstreet's corps had repaired the bridges, he advanced along the portage and took post at the sawmill.

At noon of July 8, Abercromby received false information at his sawmill headquarters that the enemy numbered 6,000 and were expecting reinforcements of another 3,000. On the advice of his engineer and in accord with the wishes of his over-impetuous officers, he issued orders to take the barricade by assault. It could not be done. The fallen trees

slowed up the advance, broke the ranks. The hidden defenders, urged on by such skilled leaders as Montcalm, Levis, and Bourlamaque, poured in a murderous direct fire and cross-fire.

All this stood revealed in the first attack. But the blundering British general failed to change his orders. For six hours, through six attacks, he allowed his furiously fighting troops to pile their bodies grotesquely on the logs, branches, and stakes of Montcalm's terrible abatis. Not until evening shadows lengthened did he draw off his soldiers, defeated, with a loss of nearly 2,000 dead, wounded and missing. The Black Watch was almost wiped out in fierce attacks, and Major Campbell, who had been told by the ghost of a cousin he had wronged that he would die at Ticonderoga, lay near death with a shattered arm.

Montcalm drew a deep sigh of relief: the first round was won. The English, he believed, would now bring up their cannon. After all they still outnumbered him four to one. His surprise when scouts reported the enemy gone can be imagined. Apparently panic-stricken at the blood bath he had caused, Abercromby was in full retreat toward his camp at the head of Lake George.

Here he ordered entrenchments thrown up with all haste and behind them sat himself down for the rest of the season. Exultant French raiders, under the well known bushrangers La Corne, Marin, and Courtemanche, added to his humiliation by continually harassing the English camp, cutting off supplies and communications by way of the military road to Fort Edward, and massacring wagon train convoys. So weighted down with defeat was Abercromby that it was only to be rid of Bradstreet's importunings that he allowed that Colonial officer to march off to Fort Frontenac, where his boldness and skill won a signal victory.

At last the Canadian and Indian forays became so irksome that a palisaded enclosure known as Fort Williams was built near the southern end of French Mountain. Another such picket fort, Four Mile Post, was erected on the road between present-day Glens Falls and Hudson Falls. In addition a large force was installed at Halfway Brook, just north of Glens Falls. These measures, along with a victory of Rogers over Marin at Fort Anne, tended to reduce the effectiveness of the French guerrilla warfare and may be counted as the only gains of an expedition begun on a plane of exalted promise.

While the French center held firm at Ticonderoga, the right and left wings crumpled under the blows of abler generals — Amherst and Wolfe at Louisburg, Forbes at Fort Duquesne, and Bradstreet at Fort Frontenac. These defeats seriously affected the French morale, and internal strife spread in Canada.

The northern English colonies, bitterly disappointed by the repulse of Abercromby, rallied their flagging hopes at the news that Lord Jeffrey Amherst, victor of Louisburg, would be commander in chief in 1759 and lead the "grand central advance against Ticonderoga and Crown Point." Once more they stretched their lean resources to provide men and money.

Much reconnoitering by Rogers and his Rangers and the usual bloody raids by flying squadrons of Canadians and Indians signaled the advent of spring. Amherst, to protect his line of march, ordered Major West to Four Mile Post in May, and in June sent a larger detachment to build a log-walled fort at Halfway Brook. Completed on June 21, 1759, it stood across the road from the old Seven Mile Post and later became known as Fort Amherst. The line of communications protected, General Thomas Gage marched to Lake George with the vanguard of the main army and threw up or strengthened fortifications, which have since been called Fort Gage, on a hill west of the ruins of Fort William Henry.

In June, Amherst arrived at Fort Edward with all his forces. A stern disciplinarian, the general ordered constant drilling and exercises for the Colonial militia, severe punishment for insubordination, and death to deserters. As a salutary lesson four executions took place with the entire army drawn up on parade, and one Burk, "for abusing and offering to strike his officer at Halfway Brook," received 400 lashes, 30 before each regiment, except Schuyler's, where the poor wretch got 40 lashes.

At the same time Amherst also took strong measures to suppress the massacring and scalping of women and children that had long characterized American border warfare. Issuing an order to his own scouts to take no scalps under any circumstances, he served notice on Vaudreuil that he would "revenge it by the death of two men of the enemy, for every woman or child murdered by them."

As June waned, "that valley by the head of Lake George which for five years past had been the annual mustering-place of armies" echoed again to the din and clang of arms as 5,000 regulars and an equal number of militia made camp. While Amherst waited for his artillery to come up he kept his troops busy, a procedure he invariably followed, by directing Colonel James Montressor to construct Fort George. Only the southwest bastion was ever completed.

On the 21st of July Amherst moved down the lake in a pageant reminiscent of Abercromby, along the route of that ill-starred general. Rogers' Rangers, again in the van, pushed rapidly forward the next morning to drive the French from the rising ground since called Mount Hope. On the 23rd the English moved toward the barricade against which the waves

of Abercromby's assault broke so terribly the year before. The entrenchments were undefended.

Bourlamaque, in command of the fort, under orders to retire on the slightest danger of being trapped, decided the same night to withdraw his army, leaving only 400 men under Captain Hebecourt to delay the enemy. On the 26th this detachment set mines, which failed to blow up more than one bastion of the fort, and retreated. Above the sulphurous glow the white flag of France was left flying.

In the morning of July 27, 1759, the French flag was hauled down "and for the first time in its dark and bloody history, the red cross of St. George flaunted its silken folds above the blackened and grim battlements of Carillon," now renamed Ticonderoga. On August 1, Amherst received word that Crown Point was abandoned by the enemy: the French center, so long a thorn in the side of the English, was broken at last; a surge of joy and relief swept like a hurricane across the northern English colonies.

For France the debacle followed fast. In September 1759, Quebec fell to Wolfe; on September 8, 1760, Vaudreuil surrendered Montreal to Amherst and later signed a full capitulation for Canada. By the terms of the Peace of Paris, February 10, 1763, Canada became a British possession.

Revolution

THE Peace of Paris, ending the French and Indian War, reduced to a minimum the long existing danger of bloody Indian raids on the northern frontier of New York and New England. At once the colonizing genius of England envisioned the wilderness border turned into productive farms and thriving villages. Large grants of land were made and in less than ten years from the close of the war, speculators were reaping a rich harvest and stout-hearted British pioneers were hewing a pathway to freedom in Warren County.

Hardly were they well settled when the disturbances of the Revolution began to invade their primitive domain. Although many were peace-loving Quakers, some nurtured rebel sympathies, while others had Tory leanings. Indeed, as Holden points out in his *History of Queensbury*, they were swept by the ground swell presaging a storm which was surging up from the Atlantic seaboard to fall with sharp and unmerited severity upon the non-combatants of these border towns.

In 1767 the Crown abrogated the powers of the rebellious New York Assembly. At the same time General Thomas Gage, his Majesty's commander in chief in North America, demonstrated to the new frontier the dangers inherent in revolt by taking steps to place Ticonderoga, Crown Point and Fort George on a war footing. Bitterness and blows between New York and the Hampshire Grants over land patents, a disputed portion of which extended to the shores of Lake George, added to the general insecurity.

Rumors of political strife and rebel activity stirred every conversation. Whigs on the border formed societies akin to the Sons of Liberty. Often neighbors and even members of the same family took opposing sides on the question of resistance to the Stamp Act, Mutiny Act, and similar decrees of the British Parliament.

The strife between Whig and Tory even reached into the family of Quaker Abraham Wing, and tore it asunder. He and his sons adhered strictly to their religious tenets enjoining peace, and there is no evidence that they sided with either faction. Possibly they felt that this was the best way to insure possession of their lands. But it was certainly a desire to protect their titles to royal patents that influenced many settlers to remain loyal to the King.

Such a loyalist was Daniel Jones, husband of Abraham Wing's daughter, Deborah. He had worked in partnership with his father-in-law to build mills using the water power of Wing's Falls, later renamed Glens

Falls. He also owned land in both Kingsbury and Queensbury and was a man of importance among the pioneers. His brother David was the fiance of Jane McCrea, the beautiful girl whose murder by Indian raiders, incited by the Tories, helped to arouse the country side against General Burgoyne and contributed to his defeat at Saratoga. After the fall of Ticonderoga and Fort George, Queensbury was no safe place for Tories, so Daniel Jones fled with his family to Montreal, and David joined the Loyalist army to become a captain under Burgoyne.

James Higson and Andrew Lewis, on the other hand, were uncompromising Whigs. With their wives, Content and Mary, daughters of Abraham Wing, they were seized in 1777 by Tory and Indian raiders and carried to Montreal. Though the men were forced to run the gauntlet by their Indian captors, Daniel Jones and other kinfolk of theirs among the Loyalist refugees were able to befriend and protect them while they were held in Canada.

William Robards, a prominent land owner in Queensbury, and his brother-in-law Andrew Fuller were also captured with Higson and Lewis. Fuller remained a prisoner for the duration of the war but Robards, a bold and hardy pioneer, broke through a boarded window in his prison and fled through the streets of the old French section of Montreal. None of the shots aimed at him by pursuing guards took effect and, encouraged by cheering Canadians, he jumped the city wall and disappeared into the forest. After a grim and hazardous journey through the wilderness, sleeping by day and traveling by the stars, he reached Lake George, found a canoe, and finally arrived home safe, but so gaunt and ragged that his overjoyed wife fainted when she saw him.

Even before the stand of the embattled farmers at Lexington and Concord an agent was sent by the revolutionists to Canada to report on the feelings of the people toward the revolutionary party. Apparently sensing the importance of the capture of Ticonderoga in the molding of public opinion, this agent suggested that on the outbreak of war Ethan Allen and his Green Mountain Boys, who were already well known for their bold resistance to New York in the land controversy, be engaged to seize the fortress.

Accordingly, Connecticut, on April 28, 1775, dispatched a small body of men, one of whom was Colonel Barnard Romans, to join forces with Ethan Allen for the dangerous enterprise. On May 3, Massachusetts commissioned Benedict Arnold to lead an expedition having the same design. When the hard-grained Green Mountain Boys refused to follow any other leader than their own, Arnold and Allen, having arranged a joint command, surprised and captured the Fort on May 10, 1775.

Another detachment of thirty men of the Connecticut expedition under Captain Herrick made a rapid march to capture Skenesborough, now Whitehall, a settlement founded and controlled by Philip Skene, an ex-major of the British army. In 1773 Skene had formulated and dispatched to the King a grandiose scheme to set up all northern New York and part of Vermont into a separate province with Skenesborough as capital and Skene as governor. The plan was under consideration when his capture put an end to the ex-major's "ambitious machinations."

Two days after the capture of Ticonderoga and Skenesborough Colonel Romans at the head of a little company of Connecticut soldiers arrived at Fort Edward. Adding a few local patriots as reinforcements to his detail, Romans on May 12 marched against Fort George at the head of Lake George. The only Britishers there, Captain John Nordberg, invalided from the English army, and two assistants, who merely expedited messages and expresses between Albany and Montreal, offered no resistance. On this same day Crown Point fell to Seth Warner, a colleague of Ethan Allen.

According to a local tradition, Colonel Romans enlisted for his expedition Daniel Parks, member of a family who owned considerable land on the Hudson River across from Hudson Falls and Glens Falls. Parks now lies buried in an almost forgotten family plot on a bluff above the river opposite Hudson Falls. A badly worn inscription on his headstone affirms "he was the man that took the key from the British officer at Lake George."

In June 1775, General Philip Schuyler was appointed by Washington to take command of the Army of the North. By possession of Fort George, Ticonderoga, and Crown Point he controlled the Great Warpath, the military trail from Albany to Montreal. But his widely scattered, undisciplined militia had little strength elsewhere along the border. Clashes between hot-tempered groups of Whigs and Tories were frequent, and daring outlaw bands roved the countryside. In one instance they even tried to disrupt court sessions at Fort Edward.

On September 4 General Richard Montgomery marched from Crown Point for an attack on Canada. About the same time an expedition of hardy frontiersmen under Benedict Arnold was organized in New England. After an incredible march up the Kennebec River and through the wilderness, they made a junction at Quebec with Montgomery. As the year 1775 came to a close the Americans captured St. Johns on the Richelieu River and took Montreal, but failed in their attack on Quebec.

While the American army lay encamped in Canada, the Continental Congress, on the suggestion of General Schuyler, sent Benjamin Franklin, Samuel Chase, and Charles Carroll as ministers to treat with our northern

neighbor. Other members of the party were the Reverend Father John Carroll, brother of Charles, and afterward first archbishop of Baltimore who acted as the party's interpreter in Canada; Baron de Woedtke, a Prussian major on the staff of Frederick the Great, on his way to join the American army; and General John Thomas, about to become commander of the Revolutionary troops in Canada.

On April 18, 1776, the party arrived at Wing's Tavern in Queensbury on the old Military Road from Fort Edward and the next day continued their journey northward by way of Lake George. Failing in their purpose, the ministers later returned to Ticonderoga. Meanwhile, the American forces, racked by smallpox, that dread scourge of the armies of earlier days, retreated to the mouth of the Richelieu. Here General Thomas died of the fearful plague.

Faced by superior enemy forces the smallpox-shattered remnant of the American army in Canada began a masterly retreat in June under the command of General John Sullivan. In July boatloads of half-starved, vermin-infested smallpox sufferers streamed up Lake George en route to hastily erected hospitals below the outworks of Fort George. Among the hundreds of bodies at rest in unmarked graves in Battleground Park is that of Baron de Woedtke.

During the opening months of 1776 the pioneers of Warren County had begun to feel the pinch of unpaid army requisitions and to have their possessions plundered by detachments of Americans en route between frontier posts. In an affidavit made before Adiel Sherwood, justice of the peace, and lieutenant of Kingsbury and Queensbury Continental Militia, Abraham Wing sought to charge Captain Marien Lamar with "things his company stole" including "one blue Broadcloth Jactcoat. one blue quilted petticoat, 13 Dunghill fowls and one pleasure slay steel shod, painted green outside, red inside . . . worth at that time in hard cash, seven pounds."

In answer the captain certified that "the slay was hired for use of my company from the 13th of March to the first of April, 1776, when, the ice breaking up, I was obliged to leave her in the care of Mr. Belton at Willsborough on Lake Champlain." Nor was this the end of Wing's losses. On July 18, by military order of Nathaniel Buell, quartermaster general at Fort George, he gave up "15 saws, with their stearups on." These, taken to Cheshire's mill near Fort Edward, aided in sawing lumber for the American forces.

General Schuyler, sent by the Continental Congress on December 30, 1775 to seize the arms and stores of the Tories in Tryon County and "to apprehend their chiefs," soon reached Johnstown with a strong armed

force. There he paroled instead of arresting Sir John Johnson, successor to the title and estates of his illustrious father, Sir William, who had died as the storm clouds of the Revolution gathered. Whether or not Sir John had been released from his parole is a matter of controversy, but at all events, secretly warned that he was to be arrested, he fled to Canada in March 1776, with a large band of royalists and Indians.

This journey, begun in winter and ended while spring thaws swelled the streams and rendered snowshoes useless, was the first penetration by a large party of white men into the heart of the Adirondack mountains. They followed the valley of the Sacandaga to the Hudson and thence northward through what are now the towns of Luzerne, Stony Creek, Thurman and Johnsburg, then a dense, uninhabited wilderness crossed only by an Indian trail. After nineteen days of terrible toil and hardship, the party finally reached the St. Lawrence and safety in Canada. Shortly thereafter, Sir John, commissioned a colonel, organized his retainers and the Tory refugees in Canada into a regiment known as "Johnson's Greens," who later engaged in border warfare.

At this time Sir Guy Carleton made plans to advance with a powerful fleet hastily assembled, capture Ticonderoga, and wrest control of the Great Warpath from the wavering grasp of the Colonies. With almost superhuman skill and energy Benedict Arnold built and armed the first tiny vessels of the American navy at Skenesborough and Ticonderoga. At the Battle of Valcour Island, October 11, 1776, his little flotilla was almost annihilated by Carleton though most of the American soldiers got back to Ticonderoga in safety. Crown Point had to be abandoned to the British, but not before Arnold had inflicted such losses during the naval engagement that the delayed and harried Carleton postponed further southward invasion. Though they actually paved the way for Burgoyne's surrender a year later, this and other defeats suffered repeatedly in the early days of the Revolution brought gloom to Patriot militia and Whigs on the frontier, a gloom relieved little by enthusiasm over the Declaration of Independence.

In the spring of 1777 scouting parties of Indians allied to the British were busy along the northern border. In March a detail of eighty red men and Tories fought a bloody skirmish at Sabbath Day Point with a scouting detail of fifty Continentals. Despite loss of half their own number the Indians and Loyalists captured 18 Americans, who, according to a report of Captain Alexander Baldwin of the Independent Company of Rangers, were "conducted thro' the wood to Montreal, and obliged to carry the packs of the Indians, and upon their arrival there were confined in the Recollec Church where they remained about six weeks. That while there, they were every day insulted by John Cobham, Thomas Mann,

David Jones, Ebenezer Jessup, and divers others, all Americans who had gone over to the enemy." This was David Jones, the betrothed of Jane McCrea. Ebenezer Jessup with his brother Edward, held claim to Jessup's Patent in and around the present Luzerne.

By May the propaganda and ravages of the Tories in Warren County and vicinity became bold and open. Apparently informed by Indian runners that the long-awaited invasion from Canada was on its way, they welcomed the opportunity to harass frontier homes and settlements and gave free rein to such fierce hatreds as only civil wars unleash.

One of the most daring acts of violence of the Royalists resulted in the abandonment of the little settlement of Parks' Mills, located across the Hudson from Wing's Falls. The story, pieced together from history and tradition, tells of the attack on the home of Daniel Parks, Sr., 75-year old founder of Parks' Mills, by a Tory band led by Richardson, supposed to have been debtor to Parks in a land purchase, and Ferguson, a tavern keeper from the Bend, a settlement a few miles up the river. After killing the old pioneer and burning his home the Tories ambushed three of his sons who came to aid their father. Of these they mortally wounded Elisha and captured Isaac.

Daniel Parks, Jr., who had helped Colonel Romans in the capture of Fort George escaped the ambush and gathered the settlers not already made captive. With them he fled down the river to the present Fenimore, where they crossed the stream, probably on a ferry operated by the Parks family, to Sandy Hill. According to one story, several women, detached from the main party, were accosted by Indian members of the Tory band but escaped by telling the red men that a child they carried had smallpox.

The morning following the Parks Massacre, as it is called in Holden's *History of Queensbury*, a party of Whigs followed the trail of the Tories and Indians along the south bank of the Hudson and across the river at its confluence with the Sacandaga. However, the Loyalists, finding they were pursued, took to the bed of Stony Creek and threw off their pursuers. It was learned later that the Whig captives had been promised death at the hands of the Tory raiders if they were overtaken.

The chief base of operations and gathering place for the Loyalists was the colony of the politically-favored Jessup brothers on the Hudson near the present Corinth and Luzerne. Ebenezer and Edward Jessup, shrewd business men and among the sharpest and most colorful land speculators ever to live in Warren County, began their settlement west of Queensbury about 1771, building homes and mills and living in a style far above their neighbors. They spent lavishly at Wing's Tavern and filled their spacious log dwelling with elegant furniture and costly paintings, covered their tables with imported linens, and dined from massive silver plate.

In 1774 the brothers accomplished their biggest land grab, the Totten and Crossfield Purchase, encompassing 800,000 acres in the south-central Adirondacks, for it is said that Ebenezer Jessup engineered this mammoth grant, Totten and Crossfield being merely dummies. Indeed until their lands were confiscated, the Jessups held title to practically all of what is now western and northern Warren County.

It is not strange that such land barons, enjoying the favor of the Royal Government and already living in the luxurious style of aristocrats, opposed the changes inherent in the Revolution. Nor is it surprising that their influence and patronage brought into the Loyalist camp such noted Tories as Richardson and Ferguson, leaders in the attack on Parks' Mills; the six Lovelace brothers, descendants of Governor Lovelace, one of whom was hanged about 1780 as a spy; the numerous Fairchilds who resided on the Hudson near the present Luzerne Mountains; and many of their retainers and tenants.

On May 6, 1777, Colonel Gordon in command of the Continental Militia in the Ballston Spa district, pursued and captured 31 Tories on or near Jessup's Patent. All admitted they were on their way to join Burgoyne and thus escape taking the oath of allegiance to Congress. Local tradition has it that at this time Edward Jessup, hotly pursued, made good his escape by leaping across a gorge in the Hudson where the stream then measured but twelve feet in width. Blasting away of rocks during the lumber era to permit passage of logs has widened it.

Jessup then made his way across Queensbury by an old road that paralleled the present route from French Mountain to Fort Ann, and thence northward through Skenesborough to Burgoyne's camp at Willsborough Falls. Here he joined his brother, Ebenezer, who had fled Whig fury some months earlier and had received a commission in Burgoyne's regiment. After the war the Jessups received royal land grants in Canada, where their descendants became people of wealth and influence.

A little before the Battle of Saratoga, General Gates, who had replaced Schuyler in command of the Patriot army in the Northern Department, dispatched militia under Lieutenant Ellis, to raid the Jessup colony. The Loyalist leaders had long since fled, but the lieutenant's troopers destroyed their homes, burned the grain fields, and left nothing standing but the mills. The dwellings of the Jessups had previously been pillaged and their elegant and expensive fittings carried away. Soon the site of the once bustling settlement was growing up to weeds and bushes, the abandoned clearings becoming again a part of the wilderness from which they had been wrested by the toil of the pioneer followers of the Jessup brothers.

Burgoyne's invasion, designed to secure for the English control of that bloody pathway of the French and Indian War through Lakes Champlain

and George and the Hudson River, was intended to separate New York from New England, the hotbed of the rebellion. The British commander, despite a broad strain of pomposity and overconfidence, was an able and experienced officer. His staff boasted skilled and capable leaders, several of them, including himself, members of Parliament.

Burgoyne led a force of more than 10,000 men, well armed and equipped, with at least 7,000 veteran troops, an artillery corps, Hessian mercenaries, and detachments of Canadians. To oppose this array General Schuyler could muster at the various frontier posts, including Fort George, less than 5,000 militia, raw recruits, miserably clad and armed, some actually barefooted, and most of them ragged.

As the British sailed down Lake Champlain, the Americans retreated southward without opposing their advance. Near the mouth of the Boquet River, on June 21, Burgoyne accepted the services of 400 Indians and celebrated with a great war dance. Naturally humane, he tried "to soften their ferocity, and restrain their thirst for blood." Little acquainted with the unpredictable children of the forest, he could not foresee how they would help to encompass his ruin.

On June 26 the English occupied Crown Point and, on July 2, arrived at Ticonderoga. Here the Americans had fondly believed the invasion would be halted because the fort was impregnable. In truth it had been falling for some years into a sad state of disrepair. When, on July 5, General Arthur St. Clair, American commander, looked up into the mouths of British cannon on Mt. Defiance to the southwest overlooking the fort, an emplacement never before attempted, he knew that he must lose no time in evacuating Ticonderoga.

This he accomplished the following night under cover of darkness and his departure might not have been discovered at once, except for the burning, in direct disobedience to orders, of the commanders' headquarters at Mount Independence, across the floating bridge from Ticonderoga. Burgoyne promptly began to pursue the retreating Americans who split into two sections, the main body crossing the bridge to Vermont while the remainder, with the sick and the women, fled southward on Lake Champlain toward Skenesborough.

The American retreat was conducted with considerable skill. St. Clair's rear guard, frontiersmen under Colonels Warner and Francis, suffered losses in a delaying engagement at Hubbardton with the British and Hessians of Fraser and Riedesel. The thin line of sharp-shooting Americans broke out of the woods and did heavy execution on the close ranks of the enemy, but were driven back by sheer weight of numbers. When the victors closed in for the kill, however, frontiersmen scattered and disap-

peared into the forests in an American military maneuver that came as a complete surprise to the European officers.

Pursued by a British flotilla on Lake Champlain, the fleeing Americans were not given time to destroy their boats under the guns of Skenesborough before Burgoyne occupied the town, captured the guns and baggage, and dispatched Colonel Hill with the 9th British regiment in pursuit. Overtaken at Fort Anne, Colonel Long with many sick and convalescents among his untrained militia resisted desperately until his ammunition gave out. Setting fire to the fortress, he continued the retreat toward Fort Edward.

From Fort Edward, on July 9, the anxious Schuyler wrote Washington: "I have not been able to learn what is become of General St. Clair, and the army. The enemy followed the troops that came to Skenesborough as far as Fort Anne, where they were yesterday repulsed; notwithstanding which, Colonel Long, contrary to my express orders evacuated that post. I am here at the head of a handful of men, not above fifteen hundred, without provision, with little ammunition, not above five rounds to a man, having neither balls, nor lead to make any; the country in the deepest consternation; no carriages to remove the stores from Fort George, which I expect to learn every moment is attacked." Schuyler's forebodings were relieved somewhat on July 12 when St. Clair marched into Fort Edward with the main body of his forces intact.

In spite of these reinforcements Schuyler was still unable to give adequate protection to the countryside. Bands of Indians and Tories, operating from Skenesborough, raided far and wide, hanging and scalping suspected Whig sympathizers, burning homes, and frequently attacking neutrals. Secret Tory nests at Halfway Brook and in Kingsbury provided spies and carriers of messages between Burgoyne and Sir William Howe, who, according to plan, was to march up the Hudson Valley for a junction of their forces at Albany.

Communication between the leaders of the armies to the north and south was so vital to the success of the British campaign that Schuyler at this time received instructions from the Committee of Safety to use a spy in counter-espionage against the Tory secret agents. With the aid of an ardent Whig named Fish at Old Saratoga, Schuyler got in touch with Moses Harris of Dutchess County who lived to become a Warren County patriarch, founder of Harrisena.

General Schuyler found young Moses to be a reliable man of sharp wits and a true patriot who would hesitate at nothing in the service of his country. Moreover, as a favorite nephew of the notorious leader of the Tory ring in Kingsbury, Gilbert Harris, whom he had often visited before

the war, Moses could enter unsuspected into the enemy camp. To start his career as a double spy, Moses visited his Uncle Gil, expressed disgust with the progress of the Revolution, and pretended that he would like to join the British army if nothing better offered.

Delighted at finding in Moses so promising a Loyalist recruit, Uncle Gilbert consulted Joseph Bettys, the British espionage agent, and took Moses to the Tory underground hideout at Halfway Brook in Kingsbury. There, really acting as an American spy, Moses falsely swore loyalty to the King, and accepted dispatches for delivery to William Shepherd, a Tory living near Albany.

Now that he was accepted by both sides as a spy, Moses set off down the Hudson and at night arrived secretly at the home of Fish, his American helper in Saratoga, now named Schuylerville. There he waited while Fish took the dispatches to General Schuyler to read, and brought them back promptly. Then Moses could deliver them to Shepherd without arousing British suspicion.

Naturally this double dealing more than doubled the dangers of the American agent. Hot-blooded young Tories, envious of his position and influence, threatened his life. When the British command scented a leak, Moses was suspected. Only stout insistence on his loyalty to the King saved him death at the hands of Tories who hauled him off to an island in a big swamp west of Queensbury for questioning.

Their confidence in him restored, the British allowed Moses to resume his duties. To reassure the Tories he was "arrested" in Albany by order of General Schuyler, lodged in jail, and after several days permitted to escape. He then fled to Canada where he was received as a hero by the Tories in exile. But since this episode convinced the Whigs also that Moses was really a British spy, it added a fresh peril. Bands of Patriots attempted to intercept him and one, Jacob Bensen, asserted that he would "put a ball through the cussed Tory" on sight.

Finally the suspicious Joseph Bettys discovered what Moses was really doing and sought to trap him. Forewarned he fled southward only to be ambushed by a patrol of Whig scouts whom he escaped by crossing the Hudson at Fort Miller. Exhausted, he stumbled into the home of Noah Payne, a Revolutionary sympathizer, to whom he revealed his role of double spy.

Payne helped Moses complete his journey to the home of Fish, whom they found seriously ill. There then was nothing for Moses to do but personally deliver the dispatches to Schuyler. In Albany he called on Shepherd, his erstwhile Tory colleague, who, aware of his duplicity, tried to poison him. Since his usefulness as a spy was obviously ended, Schuyler

sent Moses Harris to Washington with the papers obtained on his final venture. The general offered to recommend him to the commander in chief for a safer position in the southern army. This the stubborn Harris refused with the assertion "that all the Tories this side of hell should not drive him an inch."

While Burgoyne lingered at Skenesborough and, according to tradition, indulged in "high revel and debauch, which rendered him unfit for his position, and the proper discharge of his duties," Schuyler improved the opportunity to save the cannon and powder at Fort George and destroy or carry off anything that might help the British. "If the enemy will permit me to pass unmolested three days longer to Fort George, I shall be able to bring away all the stores from thence and then draw off the few troops we have there," wrote the American commander as he pressed settlers and their wagons, horses and oxen into this service.

Schuyler's masterly withdrawal was finding little favor in the Colonies, because of the false, though wide-spread, belief that the northern frontier forts were massive works against which the British would beat in vain. Congress severely criticized both St. Clair and Schuyler, and New England members continually sought to have Gates placed in command of the Northern Department.

Even General Washington seems to have lacked adequate information on the situation. Before the Fort George abandonment he wrote Schuyler that he understood "that a spirited, brave, judicious officer with two or three hundred good men, together with the armed vessels you have built, would retard General Burgoyne's passage across the lake for a considerable distance." Apparently irked by this misconception of the facts the northern army commander replied spiritedly:

"The fort was part of an unfinished bastion of an intended fortification. The bastion was closed at the gorge. In it was a barrack capable of containing between thirty and fifty men; without ditch, without wall, without cistern; without any picket to prevent an enemy from running over the wall; so small as not to contain over one hundred and fifty men; commanded by ground greatly overlooking it, and within point blank shot. . . . Of the vessels built there, one was afloat and tolerably fitted, the other still upon the stocks; but, if the two had been upon the water, they would have been of little use without rigging or guns."

Schuyler's policy was to strip the country in the path of the enemy of everything useful to an army, leaving only burned homes and abandoned fields. To the frontiersmen of Warren County, who had trusted in Fort George and Fort Edward for protection even after Ticonderoga fell, all seemed lost, and the older settlements farther south were also demanding a firm stand and stubborn fighting instead of strategic withdrawals.

One person of prominence who understood the desperate measures of Schuyler with his ragged little army was Gouverneur Morris, member of the New York Provincial Congress and ardently devoted to the Revolutionary cause. From headquarters in the field he wrote to the Committee of Safety on July 17 announcing the destruction of Fort George and the safe arrival of its garrison and stores at Fort Edward, adding, "I shall give it as my opinion to the general, whenever he asks it, to break up all the settlements upon our northern frontier, to drive off the cattle, secure or destroy the forage, etc., and . . . leave nothing but a wilderness to the enemy."

Whether on the advice of Morris or not, Schuyler did, at this time, requisition supplies from the settlements. By his orders Quartermaster General Morgan Lewis seized practically all the horses and cattle, as well as huge quantities of oats, rye, corn, wheat, potatoes, and hay from the farms of Abraham Wing, his son-in-law Benjamin Phineas Babcock, James Higson, Andrew Lewis, Truelove Butler, William Robards, Benedict Brown and many other Warren County pioneers. In addition Abraham Wing's mills were dismantled, "25 Saws . . . and other utensills necessary for the two Mills in Compleat Repair" being carried away. In 1789 the State liquidated claims for these war losses by remitting the quit rents owed on the lands of the claimants for the 25-year period from 1762 to 1787, and relieving them of any future quit rents.

Caught between American foraging and Indian terrorism there was little the non-combatant border settlers could do but seek refuge in southward flight. Most of the pioneers of Queensbury and Caldwell fled to their old homes in The Oblong, Dutchess County. An escort of militia, among them Solomon Parks, son of old Daniel of the Parks Massacre, scoured the countryside for any horses and oxen that might have escaped army requisition. These were for the use of the women and children, whose desire to escape was heightened by the sight of small bands of Indians in war paint dogging the line of flight.

"The roads were filled with fugitives," says one historian, "men, leading little children by the hand, women pressing their infant offspring to their bosoms, hurrying forward in utmost consternation, from the scene of danger. Occasionally passed a cavalcade, two and even three mounted on a single steed, panting under its heavy load; sometimes carrying a mother and her child, while the father ran breathless by the horse's side. Then came a procession of carts drawn by oxen, laden with furniture hastily collected; and here and there, mingling with the crowd of vehicles, was seen many a sturdy husbandman followed by his household and driving his domestic animals before him."

In spite of the dangers from partisan strife and Indian raid in Warren County there is evidence that some few remained there "depending for

safety upon their principles of non-resistance and their faith and reliance in God's protection." Among these were Abraham Wing and his family, for records show that Schuyler on July 26 wrote Major Gray of the Commissary Department: "I have permitted him [Wing] to remain and consented that he should take back eight of his cows." A little later Colonel Christopher Yates communicated to Wing: "I have considered about your Sons Horse and give him leave to keep the Same until some Higher Power shall order it otherwise. I also grant you leave to keep a hunting gun in your house and forbid any one to take same without orders from the general."

Meanwhile Burgoyne quartered himself at the home of the self-styled Governor Skene and sent to England glowing accounts of his success. He had marched through the Champlain Valley in a week, had taken Crown Point, Ticonderoga, and Skenesborough; he had trounced the rebels in the battles of Hubbardton and Fort Anne. It had been a hard pull at times, but now he had only to walk through that "rabble in arms" down on the Hudson to be in Albany in a few weeks. Through this rosy glow Burgoyne failed to see the impending shadow of disaster in the forest and across the heights of Old Saratoga.

If he had correctly estimated the resistance of the irate farmers aroused by his use of Indian allies, and the transport difficulties through swamp and forest below Skenesborough, Burgoyne would hardly have chosen the route over the Great Carry merely because it was the shorter. His British and Hessian regiments in their brilliant uniforms and heavy equipment, his officers with their wives, his camp followers, his piles of baggage, were a European army, suited to good roads and open fields. But the countryside before them had returned quickly to the wilderness from which, in truth, it had scarcely been wrested. The settlers had fled; their farms, robbed of crops and cattle by the "scorched earth" policy of Schuyler, were growing to weeds. The hundreds of Tories Skene had promised would render aid and comfort, failed to materialize, many being immobilized by bands of grim patriots who visited their homes, seized their rifles, and issued stern warnings of dire consequences to follow any assistance to Burgoyne.

The march became a nightmare. Schuyler dispatched General Nixon with 600 militia to destroy bridges, to fell trees across the road and to choke narrow places in Wood Creek with logs. Thus was wiped out what little semblance of a highway had ever existed. Heavy-booted grenadiers and infantrymen sank in the mud, tripped over brush, caught bayonets and coattails in thickets, roasted in a green hell in the day time to drop down at night exhausted but restless in a strange, chilly, insect-ridden world.

When horses died of over-work and hunger, sweating men were forced to tug at cannon ropes. Sadly the officers saw their baggage sent back to Ticonderoga. Ten, fifteen, twenty days passed as the struggling army maintained a snail's pace only by the most back-breaking toil. Where was the Hudson? Was this dark wilderness of great trees that ever pressed in on them and thrust long arms in their path always to be ahead? Even the strongest faltered. Foreign soldiers longed for the open fields and the village streets of their homelands.

When at last, on July 30, that weary procession staggered out of the woods into the valley of the Hudson to see the silver-blue streak of river winding south between green hills, men wept with joy and rushed forward to throw themselves face downward in the blessed water. Little did they know the trials that still lay ahead. Delay in the advance had caused a desperate shortage of provisions. The countryside, stripped by the Americans as they retreated, provided no forage, and taking Fort Edward was a hollow triumph.

Though Schuyler's foes had scored only an empty victory, it provided occasion for politicians in a vacillating Congress to inveigh against him. The country in general did not yet understand the brilliant strategy of his retirement, and somewhat testily on July 26 he again wrote Washington:

> I find by letters from below, that an idea prevails that Fort Edward is a strong and regular fortification. It was once a regular fortification, but there is nothing but the ruins of it left, and they are so utterly defenceless that I have frequently galloped my horse in on one side and out at the other. But when it was in the best condition possible, with the best troops to garrison it, and provided with every necessity, it would not have stood two days' siege after proper batteries had been opened. It is situated in a bottom on the banks of the river, and surrounded with hills from which the parade may be seen within point blank shot. I doubt not that it will be said that Fort Miller, Fort Saratoga, and Stillwater are considerable fortifications, of neither of which is there a trace left although they still retain their names.

Five days later General Schuyler was ordered replaced and General Horatio Gates assumed the command. Ironically enough the victory that would have vindicated Schuyler was achieved before the tardy Gates joined his troops. Advised by Tories that the rebels were gathering immense stores at Bennington, Burgoyne detached the Hessians under Baum to capture them. As they had done at Hubbardton and Fort Anne, the sharp-shooting rebels, swift of foot, led by John Stark, seemed to spring from nowhere upon the heavily equipped, slow-moving Germans to shoot

them down or take them captive. Unavailing reinforcements commanded by Baum's colleague, Breyman, suffered heavy losses in a forced retreat. The plight of General Burgoyne and his army daily grew more unenviable.

Washington's proclamation asking help from the northern colonies was posted in every public square and read from every pulpit. From the Hudson, the Green Mountains, and the Valley of the Connecticut, farmers and shop keepers flocked to the American army. Indignation because of continued use of Indians to terrorize and burn in Queensbury, Kingsbury, and Fort Edward, was now brought to a climax as the gory tresses of beautiful Jane McCrea's scalp were exhibited in the settlements, at the Wing's Falls home of Content Wing Higson, a close friend of the murdered girl, and in the British camp, where David Jones, her fiance, was a Tory lieutenant. Instead of striking fear to the hearts of the colonists, who remembered only too well the redskin raids of the French and Indian War, it hardened and crystallized the patriot sentiments of an angry people, and sometimes drove the neutral or lukewarm to take a definite stand against Englishmen who, through their allies, warred on women and children. And when, too late, Burgoyne took his Indians to task and denounced their wanton killings, they all deserted him in his hour of greatest need.

Meanwhile the American army had grown to such proportions that it was able to detach General Lincoln with 1,500 Connecticut and New Hampshire militia to raid Burgoyne's extremely thin line of communications which had been rerouted up Lake George and along the military road through Warren County. On August 8, the British general countered by sending three battalions of Hessians under their commander, Baron Riedesel, to John's Farm near Halfway Brook, and moving the base of reserve supplies from Fort George to the more defensible Diamond Island, seven miles down Lake George. Defenses were erected, artillery posted, and a guard of two companies of the British 47th under Captain Aubrey took post there.

These precautions availed little. Fort Edward and Skenesborough were recaptured. Colonel John Brown's attempt to take Ticonderoga was repulsed, but he seized the outworks, released many prisoners, and captured a number of boats. Then, turning the vessels about, he attacked Diamond Island. Failing to dislodge the defenders, Brown beached and burned the boats and made good his retreat.

The end rapidly approached for Burgoyne. Hemmed in front and rear, his supplies and communications cut off, and the Battle of Saratoga lost, he laid down his arms on October 17, 1777. Rejoicing, many Warren

County pioneers returned to rebuild their shattered settlements. On May 5, 1778, the annual meeting of the Town of Queensbury was held as usual.

Indeed the British defeat at Saratoga spelled the end of major campaigning in the north for three years. The frontier might have been at peace except for the partisan strife between hot-headed Patriots and Tories. This local conflict kept the region in even greater ferment than the incursions from Canada of guerrilla bands of British, Tories, and Indians.

During most of 1777, while Burgoyne's might rolled across the land, Tories had the upper hand, but the next spring Americans once again came into power and some among them determined to drive the Loyalists from the country. Folk like Wing and his peaceful Quakers of Queensbury were perfectly willing to live in harmony with their neighbors and give to every man, Whig or Tory, a right to his own political opinion, but in the year 1778, neither the embittered Whigs nor the far from subdued Tories were in a tolerant frame of mind. As early as December 1777, John Younglove, Commissioner of Sequestrations for the Northern Department, wrote to the Committee of Safety: "There is likewise another set of men that took protection and then went home to their work; we want to know what to do with them, and concerning their estates. There is likewise a set of them that has been with Burgoyne through the campaign; and just before the capitulation, ran from him and came home, and now are devouring the provisions that the friends suffer for; and the populace is determined to drive them off or kill them. If something is not speedily done with them, we fear the consequence, if they are left amongst us."

What happened in some instances is disclosed by the correspondence of General John Stark, at this time commander of the northern armies. On May 21, 1778, he wrote to Colonel Safford, commandant at Fort Edward, whose militia apparently were taking sides with the Patriot hot-heads: "Doctor Smith complains that the troops at Fort Edward are turning out the inhabitants and destroying the buildings at that place. I should be glad that such disorders should be surpressed, and the inhabitants' property secured."

The following month General Stark wrote in the same vein to the President of the New Hampshire Congress: "They [the people] do very well in the hanging way. They hanged nine on the 16th of May, on the 5th of June nine; and have one hundred and twenty in jail, of which, I believe, more than one-half will go the same way. Murder and robberies are committed every day in this neighborhood. So you may judge of my situation, with the enemy on my front, and the devil in my rear."

At this time occurred another of those incredible Tory journeys across Warren County's western wilderness, an exploit so bold and remarkable that it met no effective resistance by the Whigs of Tryon County. A

band, more than 100 strong, composed of Loyalists, who, in 1776, had escaped with Sir John Johnson by this route from Johnstown to Canada, now returned for their families. Allowed to complete their arrangements and depart unmolested, they boldly attacked Patriot homesteads and took prisoners on their long northward march via the Hudson, overland to Lake George, and down Lake Champlain to the St. Lawrence.

Almost simultaneously another party of Tories, one of whom was Gilbert Harris, raided the isolated homes east of Queensbury near the shores of Lake George and captured Moses Harris, brother of Gilbert and father of the spy who had tricked his Uncle Gil during the Burgoyne campaign. Gilbert now insisted that his brother be taken a prisoner to Canada.

"He is an old man, and if he goes, the fatigue and exposure will kill him," remonstrated Andrew Rakely, leader of the Tories.

"Let him die then," responded the embittered Gil. But Rakely had his way and Moses was released on his promise under oath to say nothing of brother Gilbert's doings to his Whig neighbors.

The spring of 1779 opened ominously for the frontier when, in March, Skenesborough was plundered and burned, and its settlers were carried off to Canada by a raiding party of 130 Indians led by the rabid Tory, Joe Bettys. For a time following this event Fort Anne became the most northerly military outpost. The rest of the season must have remained relatively quiet, however, for the 1779 Queensbury Town Meeting was held as usual. Indeed enough interest was generated to elect for the first time in town history a supervisor to replace patriarch Abraham Wing. The office, nevertheless, remained in the family; for the new supervisor was Phineas Babcock, Wing's son-in-law.

In the opening months of 1780 alarms and rumors of invasion disturbed the frontier. Even the Quakers of Warren County moved behind the protection of Fort Edward; the town meeting in May being adjourned from Queensbury to the mansion of Judge William Duer at Fort Miller. At the same time Quartermaster Generals Morgan Lewis and Christopher Yates again dispatched foraging parties throughout the border to seize wheat, cattle, and other supplies for the destitute garrisons at Fort George, Fort Edward, and Fort Anne. By this time the Warren County pioneers, says Holden, "had little to carry or lose."

The rumors of invasion were no false alarms. A detachment of Johnson's Greens and two hundred Tories and Indians, in all 500 men under Sir John Johnson, pursued their way in secret to Johnstown and accomplished their purpose of recovering family plate from the cellar of the old Johnson mansion. Murdering, scalping and burning in the most ruthless fashion, this expedition was one of the worst outrages of the war. Pur-

sued by hastily gathered American militia, Sir John retreated by way of the Sacandaga River and thence along the Indian trail around the base of Crane Mountain in the present town of Johnsburg to Crown Point on Lake Champlain, where his boats had been hidden. Governor George Clinton and the militia pursued, taking the route through Lakes George and Champlain, but the marauders escaped.

In June or July General Sir Frederick Haldimand, newly appointed Governor of Canada, and a force of 10,000 men had reoccupied Ticonderoga, abandoned by the British under the terms of Burgoyne's surrender. Haldimand stirred up further border strife by using the land controversy over the Hampshire Grants in an intrigue to secure the return of the Green Mountain territory to British allegiance. He also allowed bands of Indians and Tories to make Ticonderoga their base for raids against the border settlements.

Travel on the military road through Warren County became unsafe. Colonel Seth Warner, returning to Fort Edward on horseback after an inspection of the portion of his regiment under Captain John Chipman stationed at Fort George, was ambushed near Bloody Pond by a party of these raiders. Two companion officers were instantly killed; Warner was wounded and his mount shot under him. Only by grasping the bridle of another horse and galloping away was the intrepid colonel able to escape capture or death. A few days later two young men, John High and Albert Baker of Sandy Hill, while taking some horses to the officers at Fort George, arrived at Halfway Brook to find the still warm bodies of four settlers who, while working there, had been murdered and scalped.

Almost without interruption these bloody forays continued all summer, forerunners of the attack in force which came in the fall. On the first day of October Major Christopher Carleton of the 29th British regiment with a detachment of 800 Regulars, a company of German levies, 200 Tories and 175 Indians, lightly equipped for swift attacks and rapid marches, embarked in 34 vessels at St. John's for the trip up the Richelieu River and Lake Champlain. His Loyalist battalion was commanded by Colonel Ebenezer Jessup of Warren County and contained Tories from every border neighborhood, who would act as guides and make certain that not even the most isolated farmhouse should escape the wave of destruction.

At Bulwagga Bay near Crown Point 400 Regulars, Tories, and Indians under Colonel John Munro, a Loyalist of Schenectady, were disembarked. Crossing a great stretch of Warren County wilderness by way of the old Indian trail through Johnsburg and around Crane Mountain to the Sacandaga, Munro laid waste the countryside, plundered Ballstown, now Ballston Spa, put the tiny settlement to the torch, and hastily re-

treated northward. Meanwhile Carleton with the main force continued to the head of Lake Champlain, and, on October 8, landed at South Bay. He sent a few boats back to Ticonderoga, to be portaged into Lake George for carrying troops and supplies direct to Fort George, which he planned to attack three days later.

Marching rapidly southward he soon reached Fort Anne. Here a blockhouse of rough logs, surrounded by a stockaded inclosure, housed an untrained garrison of 75 militiamen from the neighborhood under Captain Adiel Sherwood of Sandy Hill. To make matters worse many of the defenders, including some from Warren County, had their wives and children with them. Scouts warned Sherwood of the approach of the enemy but there was little he could do except hurry a dispatch rider to notify Colonel Henry Livingston, commandant at Fort Edward, who failed to relay the message to Fort George.

On October 10, Carleton surrounded Fort Anne and demanded its surrender. When Sherwood refused, the British paraded before the garrison in force, shot away part of the stockade with cannon fire, and set the barracks ablaze with hot shot. The American commander asked a parley. Assured that the women and children would be allowed to depart in safety he capitulated. His men were made prisoners and the fort burned.

Despite the obvious necessity for his surrender Sherwood, like Schuyler and St. Clair during Burgoyne's invasion, was denounced in official papers, and fireside gossip. It was even asserted that he was bribed during his parley with Carleton. Officialdom, even including General Washington, seems to have had little knowledge or appreciation of the conditions.

Carleton now split his force into two parts. The smaller one, made up mostly of Tories and Indians, ranged southward as far as Old Saratoga, slaughtering settlers who had not fled, burning houses and barns. A line of fires along the horizon guided the fugitives as they sought to escape the raiders.

Fort Edward was not attacked, and for this Colonel Livingston claimed great credit. Although he had but 70 men he sent a note addressed to Sherwood by a known Loyalist promising to come to the relief of Fort Anne with a large force. As he anticipated, the message fell into the hands of the enemy and, according to Livingston, averted an attack on his position. Indeed it is more than likely that Carleton had no intention of being delayed by an attack on any post that might offer resistance. His principal purpose was to devastate swiftly as much of the country as possible.

From Fort Anne, Carleton quickly led the balance of his force westward over the road across Warren County to French Mountain and the

Military Road to Lake George. On the morning of October 11, his Indian scouts were observed near Bloody Pond by a messenger who had been dispatched from Fort George to Fort Edward with a request for supplies.

An hour or two later the entire British force was attacked in the rear by a party of 48 men under Captain Thomas Sill, three-quarters of the garrison, sent out from Fort George by Captain Chipman to drive off what they supposed to be a marauding band of Indians, so that the messenger could get through. Sill had orders to follow the main road, but instead he took a route through the woods that allowed Carleton to get between him and the fort.

This attack on Carleton's rearguard was gallant but foolhardy. The men fought bravely but were quickly surrounded, and all except 14, who became detached in the melee, were killed or captured. With only fifteen soldiers left in the fort and but one cannon, Chipman stoutly resisted. Finally, almost out of ammunition, he surrendered under an offer of the following terms:

Article 1st. The troops of the garrison to surrender themselves prisoners of war.

Article 2d. That the women and children be permitted to return to their homes, with two wagons and their baggage.

Article 3d. Each officer shall be allowed their servants.

Article 4th. No Indian to enter the fort until a British detachment takes possession of the fort.

Article 5th. Major Carleton passes his honor that no levies in the fort shall be lost, nor any person be molested.

Article 6th. Each soldier to carry his knapsack.

Article 7th. Ensign Barrett shall be permitted to return home with his family and the regimental books, on giving his parole to Major Carleton.

While Carleton occupied himself with Fort George, flying parties of his Indians and Tories swept through Queensbury and northern Kingsbury capturing 18 of the inhabitants and applying the torch to every home, outbuilding, and mill in their path. A contemporary described it thus: "I beheld nothing about me but the remains of conflagrations; a few bricks, proof against the fire, were the only indication of ruined houses; whilst the fences still entire, and cleared out lands, announced these deplorable habitations had once been the abode of riches and happiness." The Warren County settlements, which had stoutly held out for five long years, were now entirely abandoned. There are no records of any town meetings in 1781 or 1782.

Carleton, having burned Fort George and completed his mission of destruction elsewhere, embarked on Lake George and retired toward Ticonderoga. His expedition had killed twenty-seven "rebels," wounded two, and captured 118. Widespread havoc had been wrought, and the British had lost but three killed and four wounded. All this had little military significance except as a part of a larger plan that contemplated another invasion of the Hudson Valley. Washington reported to Congress: "It is thought, and perhaps not without foundation, that this incursion was made upon a supposition that Arnold's treachery had succeeded."

Although there were boats for Carleton and his prisoners of war, the captives of the Loyalists and red men were forced to trudge down the west shore of Lake George. In this party were James Higson, who had previously been made prisoner in 1777 and released, Eben Fuller and his son Benjamin, Andrew Lewis, another son-in-law of Abraham Wing, old Moses Harris and his son, William. The Tories just missed capturing young Moses Harris, the American spy, who would have been considered the greatest prize of all.

Somewhere along Carleton's red trail he had been joined by that bitter foe of the Whigs, Gilbert Harris. Gil may have been responsible for the hard treatment now visited on old Moses, his brother. This aged patriot was forced to remove his shoes and stockings and shoulder a huge pack. His bloody footprints marked the weary miles through the wilderness. William, a hardy, muscular woodsman and scout, would gladly have shouldered his father's burdens but his plea for permission to do so fell on deaf ears. Arriving finally at Bulwagga Bay, the prisoners were embarked on bateaux for the trip to Quebec.

On their arrival they were ransomed from the Indians and became prisoners of war. Higson was freed almost at once through the influence of his Tory brother-in-law and good friend, Daniel Jones. The elder Harris and three others were sent to Halifax and later exchanged, Harris eventually returning to his home in Dutchess County. William Harris and the remaining 13 were confined on an island in the St. Lawrence, and put to work under a guard of soldiers. Their provisions were brought from the mainland by boat.

On this procedure hinged a plan to escape, formulated in the spring of 1781 by William Harris and thirteen other prisoners. For several days they hid small amounts of food. Then seven bold spirits, including Harris, all that would leave when the crucial moment arrived, seized the boat and made their way to the south shore of the river. Before them stretched the vast, wilderness of northern New England. With Harris leading the way they struck off southward.

In a few days their food gave out and starvation, fatigue, and black flies dogged their footsteps. Finally, over Harris' protests, his companions built a fire in a swampy hollow and smothered it with damp wood to drive off the scourging insects. Around this the party camped. All soon fell into a deep sleep of exhaustion, unmindful of the pillar of smoke that floated like a banner above the trees.

About midnight they awoke to the sound of rifle fire. Three of the party were squirming wounded on the ground. As Harris came to his feet, he saw a tomahawk in the hand of a tall Indian raised above the head of one of his companions. Swiftly the powerful scout grappled with the red man, threw him into the fire, and forced his head into the flames. At this moment Cyrenus Parks, a Tory and former neighbor of Harris, raised a clubbed rifle over Harris and ordered him to release the squirming Indian.

"You won't kill an unarmed man will you, Parks, and an old neighbor, too?" parleyed Harris.

The only reply was a blow that broke the scout's upraised arm, and, crashing on his skull, laid his scalp open down to the ear.

Several hours later when he groaned into semi-consciousness he had another gash on his head made by a tomahawk, two lacerations on the forehead made by the butt of a gun and a bayonet wound in the chest. Evidently he had been left for dead. His companions were gone, his knapsack, coat, and shoes as well. Hardly conscious, Harris slung his broken arm through a neckerchief and staggered away.

Living on roots and herbs and an occasional frog, caught with his good hand and eaten raw, he at length stumbled out of the woods to the bank of a swift stream that barred further progress. Looking about for materials to construct a raft, he finally became aware of two men who had been watching him from upstream. Too tired, hungry, and weak from pain and loss of blood to resist further, Harris waved for help although he feared they were enemies. They turned out to be two of his fugitive comrades who washed his horrible wounds, by this time crawling with maggots, and contrived bark splints for his broken arm.

Next morning the three men crossed the stream on an improvised raft, and several days later reached a log cabin in a clearing. One of the trio cautiously approached the house and begged for something to eat from the French woman whose men folk were not at home. She refused but the desperate fugitive found and took a loaf of corn bread. He then returned to his companions with welcome food but the unwelcome news that they were still in Canada.

With what speed their weary bodies could muster they again turned southward. Finally the gaunt fugitives reached the Connecticut River at a point in southern Vermont. At the home of a relative in Salem, several months were required to heal Harris' wounds, but after he recovered he served in the border militia until the close of the war.

After these grim experiences it is not strange that Harris carried to his grave a deep and unreasoning hatred of all Tories and Indians. These found no welcome in Harris Hollow, Harrisena, where Old Bill became a noted local character. On one occasion he is said to have shot an Indian peddler merely because the red man made threatening gestures at the Harris children who were taunting him. A sequel to this story is that he also killed a brave sent by the tribe to avenge the murder, braining the Indian with a hoe when the warrior made the mistake of asking Old Bill to direct him to the Harris home.

Cyrenus Parks, the Loyalist who had wielded the gun butt against Bill's head during his flight from Canada, had a Patriot brother, Joseph, who came to occupy the Parks home near the Harris homestead. After the Revolution he visited Bill Harris and in a roundabout way suggested that the scout forgive and forget his grudge against Cyrenus. Bill told Joseph with considerable heat that he would shoot Cyrenus on sight. Joseph pressed the point until Bill savagely shouted:

"Joseph, Cyrenus is at your house, and if he wants to live he had better keep out of my way." Cyrenus did.

With Carleton's retirement down Lake George major warlike activity ended in Warren County. General John Stark appointed by Washington to resume command of the Northern Department in June 1781, did his best to preserve order with untrained and poorly armed militia, but war parties, some of them outlaw bands, roamed the countryside plundering such settlements as still survived and effectively discouraging any attempts to resettle the abandoned homesteads.

A contributing factor to the widespread insecurity was British-occupied Ticonderoga, used as a base with the tacit consent of General Haldimand for raiding parties sent out to harass the frontier, while the general carried on his intrigue with the Hampshire Grants. General Schuyler, placed in charge of intelligence after being acquitted of an absurd charge of neglect of duty during the Burgoyne campaign, again pressed into service the spy Moses Harris, and his colleague Fish. They were to attempt to intercept some of the correspondence between Haldimand and the leaders of the Grants.

Soon these secret agents reported a conference with the Tory, Andrew Rakely, and others which purported to reveal that the Americans of the

History

BATTLE ON SNOWSHOES, 1758

Painting by J. L. G. Ferris *Courtesy Glens Falls Insurance Co.*

DEATH OF COLONEL EPHRAIM WILLIAMS, 1755

Painting by F. C. Yohn *Courtesy Glens Falls Insurance Co.*

MONTCALM ENDEAVORS TO RESTRAIN HIS INDIAN ALLIES, 1757

Painting by J. L. G. Ferris — *Courtesy Glens Falls Insurance Co.*

COLONISTS MAN GUNS AT BATTLE OF LAKE GEORGE, [redacted]

Painting by F. C. Yohm — *Courtesy Glens Falls Insurance Co.*

ABERCROMBY SURVEYS HIS WAR FLOTILLA ON LAKE GEORGE, 1758

Painting by F. C. Yohm *Courtesy Glens Falls Insurance Co.*

GENERAL WASHINGTON AT THE TIME OF HIS VISIT TO WARREN COUNTY IN 1783

Painting by J. L. G. Ferris *Courtesy Glens Falls Insurance Co.*

ROGERS SLIDE, SCENE OF CAPT. ROBERT ROGERS' ESCAPE FROM INDIANS, 1758

RESCUE OF MAJOR ISRAEL PUTNAM NEAR GLENS FALLS, 1758

Painting by J. L. G. Ferris *Courtesy Glens Falls Insurance C*

Hampshire Grants "were to lay down their arms, and the British were to advance to the south end of Lake George and erect fortifications with a view to the command and occupation of the contiguous country." But nothing happened. This with similar false messages demonstrated that the spies misinterpreted the astute politicians of the Green Mountains who were simply playing politics in an endeavor to secure a favorable settlement of their land fued with New York, and "managed for two years to play fast and loose with the Canadian authorities and the Continental Congress, being loyal and true to neither."

In the fall of 1781 another foray was made through the western section of Warren County on the settlements about Johnstown. But this time the invaders, led by Major Ross and that active Loyalist, Walter Butler, came to grief. In the last battle of the war, fought on October 25, a few days after the surrender of Lord Cornwallis, the New York and New England militia under Colonel Marinus Willett defeated the raiders, who suffered heavy losses. Their retreat became a rout. Intercepted at Jerseyfield by local militia from the Mohawk Valley, which Walter Butler had repeatedly ravaged, he was slain with many of his men. No prisoners were taken, but it is doubtful whether more than a very few of the fugitives reached Canada. They had abandoned their baggage and probably most of them had not even a blanket, a gun, or more than a day's rations. Snow lay on the ground and fifty miles of the mountain fastness of Warren County lay between them and Ticonderoga, the nearest British base.

Through all of 1782 rumors of invasion from Canada were frequent and as often proved false. Much of this false information emanated from Ticonderoga as a part of the British scheme to secure the loyalty of the Hampshire Grants on one side and occupy the attention of the New York border troops on the other. But all the conspiring, all the unrest and uncertainty came at last to an end when, in April 1783, Washington proclaimed a cessation of hostilities. Pioneers began at once to reestablish their settlements. Less than a month later the annual town meeting was held as usual in Queensbury.

After the war Moses Harris, whose espionage work had been so effective, received a pension, purchased land in Queensbury near Lake George, and developed the section called Harrisena. There he lived until his death on November 13, 1838, at the age of 89. Some of his descendants still reside in Warren County. A grandson erected a monument to Moses in the little country burial ground of the Harrisena Episcopal Church. The stone bears this epitaph:

> He was a man that was true to his friends and his country. He was the man that carried the package for Gen. Schuyler and from Gen. Schuyler to Gen. Washington. It went, and without doubt was the

instrument that put Gen. Burgoyne's journey to an end. He it was that bought the Patten granted to John Lawrence and others when wild; and settled the same, being two thousand acres, to the benefit of his children and grandchildren. For which I think I ought to do something to his memory. J. J. H., Grandson

Growth and Government

ROYAL patents or Colonial land grants were early used to bring settlers to the virgin wilderness. In essense the plan was sound but in practice it fell into much abuse. The grants caused trouble with the Indians who feared confiscation of their lands; they were a prolific source of court squabbles over land titles; and only too often they went to influential favorites and land speculators who never intended to become settlers. Eventually cheap land did bring pioneers, but none of their settlements in Warren County became permanent until after the Revolution.

On September 3, 1696, the Reverend Godfrey Dellius, Dutch minister at Albany, used his influence to obtain from Acting Governor Fletcher a patent to territory "lying upon the east side of the Hudson River, between the northernmost bounds of Saratoga and the Rock Rossian [Split Rock on Lake Champlain], containing about 70 miles in length and 12 miles broad, subject to a yearly rent to the crown of one hundred raccoon skins." This grant included a large part of present-day Warren County. Because Dellius' deeds to the land were declared fraudulent, the patent was vacated at the instance of Lord Bellamont on March 21, 1699.

"For the illegal and surreptitious obtaining of said grants" Dellius was removed from his ministry, and was succeeded in 1700 by the Reverend John Lydius. In 1732 the latter followed the course of his predecessor, securing from Governor Shirley of Massachusetts a confirmation of his alleged Indian deeds to land bordering on the southern shores of Lake Champlain and Lake George and extending to the Hudson. Thus it embraced some territory now a part of Warren County. No settlement resulted here, however, and the grant seems to have lapsed in 1791 with the death of John Henry Lydius, son of the original patentee.

The great Kayaderosseras Patent, issued by the Crown in 1708 to thirteen grantees, was based on deeds supposed to have been given to the influential Robert Livingston and David Schuyler by the Mohawk Sachems, Joseph and Hendrick. It contained 800,000 acres, lying between the Mohawk and the Hudson and on it are based many of the land titles in the Town of Luzerne and some in the southwestern part of Queensbury. Because of a claim that the grant encompassed more land than the original agreement, it was the cause of resentment among the Indians and consequent anxiety to the settlers for sixty years. For over a hundred and fifty years its indefinite boundaries and inadequate surveys brought about numerous law suits. Perhaps it is significant that the name *Kayaderosseras* is derived from an Indian word meaning crooked stream.

As late as 1857 Thomas B. Bennett sued Abraham Wing III of Glens Falls in a land claim case based on the Kayaderosseras Patent. Wing founded his defense on the same land grant, whereas the plaintiff expected him to claim under the Queensbury Patent, and Bennett was defeated. Another fact established by a lawsuit stemming from the Kayaderosseras Patent was that Baker's Falls, at the present village of Hudson Falls, was the third fall in the Hudson River, rather than the falls at Fort Miller.

The winding course of the Hudson from the western boundary of Queensbury down to Hudson Falls left a gore of over two thousand acres between the north boundary of the Kayaderosseras Patent and the southern bank of the river, east of the present South Glens Falls. This tract about 1770 became the Glen Patent. Although it was across the Hudson from Warren County, the patentee's name is perpetuated in Glens Falls.

The patent most important to the settlement of the County was issued on May 20, 1762. It granted 23,000 acres lying on the Hudson River west of Kingsbury to Daniel Prindle and others, twenty-three grantees in all. Just four weeks later, June 18, a proprietor's meeting showed that the ownership of the Queensbury Patent, as it was named, had almost entirely changed hands. Influential men had evidently lent their names for obtaining the grant, without intending to become settlers. Probably they merely acted as agents for Abraham Wing, a Quaker, and certain of his neighbors of the Society of Friends in the Oblong, Dutchess County, who proposed to pioneer on the wilderness frontier.

The patent stipulated that a community or a village be erected in the township, that town officers be elected, and that three acres of each thousand be put in cultivation within a specified time. It further reserved to the Crown all mines of gold and silver, all white or other pine trees of large dimensions suitable for masts, and provided for certain annual rentals.

In the summer of 1763 two men slowly made their way up the old military road from Fort Edward. They were Abraham Wing and his son-in-law, Ichabod Merritt, both Quakers from the Dutchess County Oblong. Their destination was the Garrison Grounds at Halfway Brook where they possibly intended to locate the community to be established in the Town of Queensbury, granted and surveyed the previous year. This was the beginning of settlement in Warren County.

Wing and Merritt were not the very first residents. Occupying the barracks at Halfway Brook at their arrival was Jeffrey Cooper, a former sailor, who was left behind by General Amherst when he withdrew his troops about 1759 or 1760. Cooper cut no great figure in the developing colony. It was Abraham Wing who, from the beginning, exhibited those qualities of political and industrial leadership necessary to the advancement of the new settlement.

In 1771 Edward and Ebenezer Jessup, sharp and enterprising land traders, secured patents for about 15,000 acres in what is now the central and northern sections of the Town of Luzerne. The Jessups founded Jessup's Landing and Jessup's Little Falls on the Hudson, near the site of the present-day village of Lake Luzerne, and resided there in a sort of backwoods feudal magnificance until the Revolution.

Not content with these extensive holdings, the two promoters engineered in 1772 the famous Totten and Crossfield Purchase of 800,000 acres, lying mostly north of Warren County, but embracing all the present Town of Johnsburg and part of Chester. The Mohawks and Caughnawagas ceded this vast tract during a grand council at the home of Sir William Johnson. In 1774 the Jessups obtained another grant of 40,000 acres in what are now the Towns of Warrensburg and Thurman. During the Revolution they were Loyalists and their settlement was raided and destroyed in 1777 by an American detachment ordered out by General Gates.

From time to time in this manner the Colonial, and later the State, Government patented a great share of the lands in the County. The Dartmouth Township of 1774 granted much of the territory in Stony Creek and Thurman. James Caldwell, by patent and purchase in 1787, obtained most of the land about the head of Lake George, while other tracts along the shores were granted through small military patents, gifts to discharged soldiers.

Although records are not definite, settlers probably came to the clearings around Fort William Henry and Fort George shortly after the advent of the pioneers in Queensbury. During those years a few soldiers establishing bounty claims, and settlers seeking the opportunity to market the towering pines of this wilderness frontier, scattered their log cabins on the primitive roads, Indian trails, and numerous streams surrounding the new settlements.

By the early 1770's the groundswell of the Revolution had begun to make itself felt, and by 1780 heaps of ashes and stump-blackened clearings were almost the only evidences of attempted civilization in a land abandoned. But this was only an interlude in the march of settlement. American victory and peace in 1783 brought back most of the old and many new settlers. Land was cheap and a fortune might be hewn out of the virgin wilderness; the desire for wealth and power, here as elsewhere, was a powerful incentive spurring pioneers to brave the dangers and discomforts of an inaccessible frontier.

Beginning about 1787, James Caldwell established mills and improvements on his property at the head of Lake George. By attracting settlers

with families and promoting trade he laid the foundations for a village, then called Caldwell, now Lake George.

In 1790 settlement began to spread through the northern, and especially in the northwestern, part of the county. John Thurman was primarily responsible for this movement. A shrewd and industrious pioneer, he had acquired much territory in the Hyde Township and the Totten and Crossfield Purchase. It is said of him that on a visit to New York City he showed beechnuts as samples of buckwheat raised on his patent to prospective settlers. So wild and difficult of access were some sections of the north and west that it was 1820 or 1830 before even sparse settlement had spread to all sections of the County.

In these same years the State sold to individuals the large Hague, Brant Lake, Northwest Bay and Warrensburg Tracts. But gradually the practice came into public disfavor. It was becoming evident that the wild lands were worth much more than the five to fifteen cents an acre paid to the State by the private interests. Clamor, too, began to arise for the preservation of the resources and beauty of the Adirondacks. Goaded into action by a campaign for conservation, the Legislature in 1885 passed an act to prohibit the sale of any State-owned lands. But long before land grants were outlawed the settlements which were their primary object had been made.

The early settlers walked hand-in-hand with privation and hardship. Industries for many years were few and small; money was scarce. Food of necessity was raised by each family on its stump-dotted clearing, with the larder bolstered by game from the surrounding forest. Clothing was the product of the home loom; boots and shoes were made of native leather by traveling bootmakers. A farm surplus was difficult to dispose of since the only markets lay at great distances, and the scarcity of money made barter almost the only kind of business transaction.

Although forest game was a boon, the wolf, panther, lynx and other wild animals were a constant danger to the scanty flocks and herds of the settlements and even attacked the settlers. It is told that one settler drove a few sheep to his farm and put them in a pen for safekeeping. That night wolves broke into the enclosure and killed all but two. These two were summarily slaughtered to "save" them. Rattlesnakes remained a menace only until hogs, running wild in the woods and unfenced clearings, did away with them almost completely.

A new pioneer was always welcome in any of the tiny communities. His coming meant another farm cleared, a new neighbor, a helping hand in work, a comrade at play, one more in the little circle to share prosperity or adversity. The call would go out to gather and help build newcomers

a log cabin. That same night the new home, usually a single room in need of much finishing, would be occupied. It was a life for the stout-hearted with comfort only a minor consideration.

In return for the help accorded him, the new settler would soon be called upon to join a house-raising or a logging bee, the latter a process by which many hands made clearings in the forest. Any "bee" was a gala fete, a social get-together, the occasion for play as well as work. Down came the trees and up went the new house to the tune of a jug, frequently passed.

This fraternity, sociability and mutual helpfulness did much to make life endurable and even gay in spite of the loneliness and hardship of isolated frontier communities. Class distinction was almost unknown for the common poverty, toil, and danger were effective levelers, destroying caste and other social barriers. All mingled freely; the joys and sorrows of one were the joys and sorrows of all; but there was scant privacy, luxury, culture, art, or book learning.

As settlements grew, one of the first considerations became the establishment of schools (*see Religion and Education*). At an early date, rustic seats of learning were widely scattered throughout the wilderness. Teachers, who were boarded around at settlers' homes, were usually men better known for their ability to use the hickory stick than for any great amount of learning. Schoolhouses were as crude as the educational system. Many a boy whose homespun pants made it hard to tell whether he was coming or going might be seen on a frosty morning lugging an armful of wood to school as his share of the necessary fuel.

Increasing population brought more district schools, and it was not uncommon to find a teacher with more than fifty students ranging in age from toddlers to adults. Schools in the rural and agricultural sections were, as a rule, better attended and more liberally supported than in centers of trade and industry until, with the enforcement of child labor laws and state aid for free public schools, the wealthier urban communities set higher standard of education. Warren County still has a few one-room schools for small children in outlying districts with a sparse population, but the trend is toward transporting students by bus to large central schools, well staffed, and offering a varied curriculum on a par with city schools.

The growth of churches paralleled that of schools. The pioneers, predominantly the New Englanders, were devoutly, sometimes intolerantly, God-fearing. Church buildings were few, and schoolhouses and homes served as the first places of worship. At intervals hardy evangelists or circuit riders came long distances to minister to the religious needs of the

scattered settlements. Gradually, every little district built its church, frame or brick low-steepled buildings with sheds behind for the horses and carriages. Many of these now stand forlorn and forsaken, while those less numerous descendents of the pioneers who still live in rural parts of the County drive their cars to attend Sunday services in distant villages.

Almost immediately after 1813, when Warren County was set off from Washington County, its tiny settlements were alarmed by the threatened British invasion of 1814. Many militiamen, especially from the northern towns, marched to help lift the siege of Plattsburg.

Hardly had the menace of war passed when the people of the County were subjected to a terrible ordeal by a freak of nature. During the so-called "cold summer" of 1816, ice formed in many localities every month of the year and snow fell in June. Only favored sections raised any crops at all and isolated areas lacked the barest necessaries of life. Of the few whose harvests were successful, some could not aid the unfortunate because they needed the food for their own use, while others declined to help "except at such exorbitant rates as to practically shut out the poor."

The western part of the county was particularly hard hit. In Luzerne rye brought $2.00 a bushel and pork $50.00 a barrel. Grist-mills sought to avoid loss of precious food by abandoning the usual process of separating the bran from the kernel in the grinding of grain. Bread was so scarce that families frequently went without it for a month; many, entirely destitute, haunted the mills, seeking an opportunity to sweep the beams for flour dust.

Glens Falls was already in the throes of the depression of 1815 when the cold summer added its difficulties. An old newspaper describes in part the efforts to relieve the situation:

"... The neighbors clubbed together, raised all the money they could get, and started Mr. Varney off to Greenwich, Washington County, for a load of rye, for which he paid twenty shillings per bushel. On his return he was met in Sandy Hill by Charles Baker, who claimed that the people there were starving and he must unload. This he did, and took the money and started again for Greenwich for another load. When he arrived at Glens Falls he found the people well-nigh famished."

One fact clearly demonstrated by the hardship of 1816-17 was the need for more adequate communication and transportation. The old military highways were still little better than trails, their bridges, if any, just logs laid parallel and covered with planks. As late as 1820 travel, chiefly by carts and sleighs, was exceedingly uncomfortable, often dangerous. About this time the northern turnpike from Hudson Falls to Glens Falls and thence northward through Lake George, Warrensburg and Chestertown was completed. It was the first long step forward in local transportation.

In 1832 occurred a most revolutionary travel and transportation development — the opening to navigation of the Champlain Feeder Canal between Glens Falls and Fort Edward. It gave a great impetus to the lumber and lime industries and to the growth of the County. Glens Falls became the shipping point for the entire region. A colorful sideline of the canal business was the carrying of passengers by "fast" packet boats. As rapid transportation it was surpassed by the stagecoach, but it offered more comfort and the opportunity for the social intercourse associated with water travel.

In 1844 the plank road between Glens Falls and Lake George was built and in 1848 it was extended to Warrensburg. The building of the turnpike ushered in the picturesque stagecoach era. Until 1882 "red coaches, with top railing and spring cushions," trundled through the principal communities. While it signaled another advance, stagecoach travel was far from luxurious.

With increase in population and industries came the demand for railroads. Although the agitation began as early as 1832, it was 1871 before the Adirondack Railway Company completed the first important line to a point well within Warren County, the trackage from Saratoga Springs up the Hudson River to North Creek. Not until July 4, 1869, did the Glens Falls Railroad Company open the five-mile line between Glens Falls and Fort Edward. Then it was such a novelty that people took their lunches and rode back and forth all day long. At Fort Edward this line connected with the Saratoga and Whitehall railroad built in 1849. Soon after the Fort Edward-Glens Falls tracks were extended to Lake George in 1882, all these routes were merged into the present Delaware and Hudson system.

The rise of the railroads spelled the doom of stagecoaches and passenger-carrying canal boats. In 1885 came horse cars, supplanted six years later by electric street railways. About 1900 villages began to improve their streets while the State built better highways through the County. In 1928, after automobiles had become the leading means of transportation, busses replaced trolley cars.

The earliest known resident of Warren County was English. The first founder of a community was Welsh; subsequent arrivals were Irish, Scots, French, and Dutch in the order of their numerical importance. Descendants of these racial strains still predominate. How many people lived in Warren County during the ten years following the first settlement in 1766 to the outbreak of the Revolution, is difficult to determine. Probably there were no more than thirty or forty families. All these fled in 1780 to escape the menace of a war torn frontier, but many returned in

1783 as resettlement commenced. At the same time new families of pioneers began to arrive.

In the first national census of 1790 when Washington County included this entire region, and Queensbury alone was named in what is now Warren County, the total population numbered 183 families, a total of 1,081 persons, including one slave belonging to John Thurman. No Indians at all are listed though there is a column for "other free persons" of whom there were only three in Washington County, and 4,642 in the entire state.

The first census lists have been republished. Many of the names that James Gordon, the assistant marshal who drew up the Washington County lists, recorded as heads of families in Queensbury are still to be found in the Warren County telephone directories. Moreover, many present-day Warren County names appear in the 1790 census lists of counties nearby or farther down the Hudson. Vermont was not admitted to the Union until the year after the 1790 census, but its 1800 census lists contain many familiar present-day Warren County names.

In 1790 there were in New York State eighteen Wing families of whom three were in Washington County, eight were in Dutchess, one in nearby Columbia, five in Albany County, and one in Mohawk, Montgomery County. They were certainly a restless, pioneering tribe. There were 67 Merritt families listed in New York State in 1790 of whom eleven were in Dutchess County. Nehemiah, Ichabod, and Daniel Merritt, three brothers, married three daughters of an Abraham Wing in the early 1740's in Dutchess County.

Only three Thurman families are listed for New York State in the 1790 census, and all had slaves. The local John Thurman, with a large family of his own, had the only slave in this section. Another John Thurman, with a family of two in New York City, where slaves made up less than 7 percent of the population, had four slaves, and Sarah Thurman, widow with a son and four daughters living at Orange in Orange County, where slaves were but 5 percent of the population, had three. Evidently the Thurmans were people of means and lived in comparative luxury, for slaves were seldom employed in New York except as domestic servants. Few families could afford them, especially in newly settled places, where labor was scarce and even people of means worked hard to keep the wolf from the door and a roof over their heads.

When Warren County was carved out of Washington County and its present boundaries definitely set, it embraced a population of about 8,000. A typical Adirondack region, except for its one urban center, it has never been densely populated, but it showed a consistent increase to 19,699 in

1860, and 29,943 in 1900. Since then the increase has been at a slower rate with a slight temporary drop in 1920, though the next five years showed a gain of 2,397.

In 1930, with a population of 34,174, about 87 percent or 31,767 persons in the county, were American-born whites. The foreign-born white population numbered 2,318; those of other races totaled 89. Foreign elements are infusions of the present century, who concentrate almost entirely in the urban area in the southeast. They consist principally of English, Irish, Germans, Italians, Greeks, and French-Canadians.

In 1940 the census showed a population of 36,035 for Warren County of whom more than half, 18,836, were credited to Glens Falls. Several hundred more who work in the city have their homes just beyond the city limits of the town of Queensbury, so that Warren County has a larger number of urban than rural dwellers.

While each successive census since 1790 (except 1920) has shown at least a small increase for the county as a whole, some of the rural towns have fallen off, a few having lost more than half the number of people they could count while the stored up wealth of the virgin forest was being ruthlessly exploited. At that time, too, the industrial workers depended for food and supplies largely upon the product of the fertile farms of the county.

The 1935 agricultural census shows that in five years the number of persons in Warren County actually living on farms increased by almost one-fourth to a total of 5,023. Only about a third of Warren County's rural population live on farms, but of the 23 percent increase of 942, more than half or 502, just 10 percent of the total number of farm residents, had been city dwellers five years earlier. It is evident that more people are turning to agriculture, both those who are already rural dwellers, and in even larger numbers, those who are moving out from cities to become part-time or subsistence farmers.

The industrial picture in Warren County began to change before the turn of the present century when the economic bulwarks of pioneer days, lumbering, tanning, potash burning, lime making, and manufacturing for local needs declined or disappeared. Modern industry thereafter concentrated in the southeast and fostered the urban development in that section. Farming in the same years became less profitable and people outside the industrial area turned to the development of the tourist trade. A more detailed account of how these developments went hand-in-hand with transportation changes, the exhaustion of natural resources, and the conservation movement, will be found in the chapters titled *Industry and Commerce, Glens Falls, Lake George,* and *The Towns.*

Automobiles, roads, radio, daily papers, the habit of shopping in town, attending the village or city churches and theaters, have all helped erase the line between rural and urban residents. In fact, with an excellent public school system and much contact with visitors from afar, the typical inhabitant of rural Warren County is not markedly different from the typical urban dweller.

Warren County has always been governed by supervisors. The founder of the earliest settlement within the area of the present boundaries of the county, Abraham Wing, took office as supervisor at the first town meeting in 1766. He was the leader of his little colony through all the hardships of frontier warfare, relinquishing the office to son-in-law Phineas Babcock after the settlement had been abandoned in 1780 to escape the savagery of Carleton's invasion.

Abraham Wing, the first supervisor of Queensbury, died 18 years before Warren County took its place among the counties of New York State. From the earliest days, when it was described as the Dismal Wilderness, until 1772 the entire Adirondack region was a part of Albany County. In that year a vast section of Albany was set off to form two new counties, Tryon in the west and Charlotte on the east. In the post-Revolutionary swing away from anything British, Tryon County was renamed Montgomery, and on April 2, 1784 Charlotte became Washington County.

On March 12, 1813 Warren County, named in honor of General Joseph Warren who lost his life at the Battle of Bunker Hill, was created by dividing Washington County into two almost equal parts. This new county, which still retains its original boundaries, is a little the larger geographically. It takes in the territory north of the great bend in the Hudson River, and as far west as the Hamilton County line. The eastern boundary follows the eastern shore of Lake George, so that Warren County includes the entire lake with all its islands except for about two miles of the northern tip which extends into Essex County. South from Kattskill Bay the county line follows the Queensbury town line to the Hudson River east of Glens Falls.

After Washington County was set up, it was sixteen years before Queensbury was incorporated as a town in 1788. In 1792 the wilderness north and west of it was divided into the towns of Fairfield and Thurman. Fairfield became Luzerne in 1808. From Thurman were sliced Bolton and Chester in 1799, though no settlers are recorded in Chester until 1805; Johnsburg, named for John Thurman, in 1805; Hague in 1807; Caldwell in 1810; and Warrensburg, just before Warren County was set up in 1813. At that time the remaining slice of the old town of Thurman was called Athol, which, in 1852 was partitioned into the towns of Stony

Creek and Thurman. There is a Thurman station on the railway that winds up the course of the Hudson River, an Athol post office a mile or two northwest of it, and a Thurman post office several miles beyond that. Horicon was carved out of Bolton and Hague in 1838.

Each of the eleven town supervisors is a member of his Town Board. With the incorporation of Glens Falls as a city in 1908, five supervisors, one from each city ward, took their places with the town supervisors as members of the County Board of Supervisors, which has jurisdiction over all matters of a county-wide nature. They meet quarterly at the county seat, Lake George.

Industry and Commerce

PULPWOOD LOGS ENTER THE PAPER MILL'S GRINDERS

PULPWOOD, FLOATED DOWN THE HUDSON, IS STORED IN HUGE PILES

PULPWOOD, IN PASTE FORM, IS PROCESSED INTO PAPER

GARNET MINED HERE MAKES FINE ABRASIVES AND WATCH JEWELS

PORTABLE SAWMILL

AT SPIER FALLS THE HUDSON TURNS HUGE HYDROELECTRIC GENERATORS

THE GLENS FALLS FEEDER WINDS TOWARD THE CHAMPLAIN CANAL

Industry and Commerce

WOOD and water have long been Warren County's chief assets. Trees built the pioneer's log cabin, fed the whining, droning saws of the mighty sawmills, and later the hungry hoppers of the paper mills. Water still carries pulp logs to the mills though the great drives of yesteryear are but a memory. A water wheel turned the frontiersman's crude millstones and saw, and today water power translated into electric energy lights homes and streets and operates countless machines from the domestic washer and cleaner to the great factories that make tree trunks into paper. Surplus energy on State-wide power lines is also distributed far and wide outside the County.

The forests were destroyed by ruthless exploitation, and with their passing springs dried up, while brooks became alternately dry gullies and raging torrents that began to tear away the top soil to fill up lakes and ponds and leave the hills mere rocky desert wastes. But conservation for more than a half a century has curbed the destruction. Again woodlands hold the soil and water for streams that feed lakes and ponds.

Today the supply of lumber and wood is only about enough to meet local demands for building and cordwood, with some pulpwood for the paper mills which, however, import much of their raw materials from outside Warren County. Varied industries at Glens Falls and Warrensburg bring raw materials from afar and ship their products far and wide. For the most part only water power and labor are supplied locally.

Warren County housing is chiefly in frame buildings for which local forests supply most of the lumber, but no longer does this pass through great mills to which logs are driven with tearing force down mountain streams. Today's lumbermen load their portable mills on trucks and carry them to the forest. Quickly set up, these little mills rip tree trunks into boards and planks close to the stumps from which they fell.

In 1813 when Warren County was split off from Washington County, the giants of the forest were being felled at a fearful rate. Few indeed of those ancient trees have survived, and not enough time has elapsed to replace them. It is recorded that the trees averaged 130 to 160 feet in height, about 40 to 48 inches in diameter. A few, specifically reserved in royal grants and patents as masts for the royal navy, are said to have towered erect to a height of 250 feet, the trunks measuring 72 or even 80 inches at the base.

A 100-acre patch of the old pine and hemlock forest survives in Warren County at the Charles Lathrop Pack Demonstration Forest (*see Tour I*),

three miles north of Warrensburg on US 9. Here may be seen trees whose like it will take centuries to reproduce, such trees as once covered this entire region. Elsewhere in the County may be found old trees here and there that have escaped the lumberman's ax and the even more destructive forest fires, but this is the most extensive tract that has been preserved.

The stored up wealth of the forest attracted many workers to exploit it, thus rapidly building up new communities. Some of these faded to ghost towns once the mountains were denuded of their first-growth timber. But the forest floor was covered with deep rich soil, and with his plow the farmer dug another fortune from the land stripped by the ax of its wealth in standing trees.

Forestry methods developed in Europe long ago have shown that a forest can be so managed as to produce a valuable crop of lumber each year without devastation. As the "ripe" trees are cut off they are replaced, and far from being depleted, the size and number of trees left standing increases from year to year, their quality improved by weeding out sickly specimens, and planting better stock. This system is employed today by the Finch Pruyn Company of Glens Falls, in cutting and growing trees for pulp wood in its 23,000-acre forest in the lower Adirondacks.

Charles Lathrop Pack, heir to a lumber fortune and himself successful as a lumberman, was anxious to put the entire lumber industry on a sound basis consistent with conservation of forests. To this end he gave demonstration forests to Yale, the Universities of Michigan and Washington, and to the New York State College of Forestry of Syracuse University.

In selecting a site in New York in 1926, the 250-acre tract that had been in the Woodward family of Warrensburg for 150 years was found ideal as to location in the heart of the white pine region of eastern New York and easily accessible by way of trunk highway US 9. Moreover the Woodwards, unlike other lumbermen, did not strip their land bare, but allowed many fine trees to stand, though they had a sawmill and made a fortune in lumber. It was therefore included in the 2,200-acre tract selected.

The purpose of the Pack Memorial Demonstration Forests is to show the commercial possibilities of growing timber as a continuous crop on land adapted to the purpose, and to furnish out-door laboratories for students. Ripe timber is cut and sawed in a small mill on the grounds, soils are carefully studied, and replanting is done scientifically. For sentimental reasons the oldest trees are allowed to remain standing, and only when they show definite signs of decay are these ancient forest giants felled. By the time they are gone, younger trees will have attained the present dimensions of trees 400 years old, towering 160 feet with a diameter at the butt of 48 inches.

Not all who worked in the forest grew rich, but there were huge fortunes for the lumber barons, some of whose descendants still possess the wealth acquired in those early days. Lumbering created the wealth which enabled a few leaders who controlled it to procure the machinery essential for quantity production and the exploitation of the local resources on a scale that would benefit the state and nation as a whole. It made available, when needed, the capital to build canals, turnpikes, railways, great dams, hydroelectric plants, enormous mills, and at one period hotels of similar magnitude.

The first phase of Warren County lumbering began with the settlement of Queensbury in 1763. In this first year of settlement Abraham Wing built a log cabin, and then a sawmill. It was only a crude little structure located at the falls (Glens Falls) and surrounded by a magnificent stand of tall pines on the high, sloping banks of the Hudson and on the vast plains beyond. But it set the pattern for the first fifty years of lumbering, an individual or partnership sawmill located at a waterpower site, usually on a small stream, close to an abundance of timber.

As settlements spread through the County many such sawmills were set up. Even those sections that were not provided by nature with adequate waterpower had their "thunder storm mills" that operated only during high water. Moreover Caldwell, Bolton, and Hague became shipping points for rafts of logs down Lake George to Ticonderoga. The little village of Caldwell (now Lake George Village) developed as the early trade center for the North Country.

Lumbering was of local importance to the growing settlements in the period from 1785 to 1832, but it did not become "big business," principally for lack of transportation facilities. Some sources state that heavy loads were moved to distant points only in the winter when sledges slid easily over frozen roads, where in summer the wagons made deep ruts in dirt roads, dragged heavily through sand or sank hub-deep in marsh land. However, a more common procedure was to haul the lumber overland to Fort Edward, where it was rafted down the Hudson to market.

The southeastern plains of the County, where at first the sawmills could easily be set up in the woods, were by 1830 almost entirely denuded of their timber resources, once considered inexhaustible. To fill this gap, Norman and Alanson Fox, with whom was associated Abraham Wing, grandson of the pioneer sawmill owner, began the second and vastly more important phase of Adirondack lumbering — cutting the trees on mountain sides hitherto considered inaccessible and sluicing the logs to distant sawmills.

To accomplish their purpose, these men, according to local sources, originated the system of log-driving today in vogue on the rivers of this

and other countries. The rafting of timber was an ancient custom, but the herding of loose logs down swift, narrow, rock strewn streams was a new departure. The Fox brothers also devised both a system of distinctive log marks for each lumber company like the branding of cattle herded together on the western plains, and a standardized method of marketing, using as the unit of measure a log thirteen feet long and nineteen inches in diameter at the top, called a "standard" or "market." Buying and selling was by count or computed contents with five "markets" considered equal to one thousand board feet. Thus, if a lumberman bought "fifty thousand markets" his purchase was the equivalent of ten million feet of lumber. To emphasize the originality of this method it may be noted that outside of the Adirondacks timber was sold according to board measure log rule of either Doyle or Scribner, which involved much more complicated computations.

Log driving began in 1813 on the Schroon River, adjacent to the Brant Lake tract, which the Fox brothers were lumbering. Immediately successful, it became the vogue and made profitable the lumbering of the vast timber lands of the Adirondack wilderness. Until 1832 the new system seems to have done little more than check the decrease in the lumber trade, that had begun to set in. Then the Hudson at Glens Falls was connected with the Champlain Canal at Fort Edward by the opening of the Feeder Canal between these two points. This supplied the long needed transportation artery to metropolitan centers. Thereafter forests brought a new prosperity to Warren County, which had previously been hardly more than a backwoods frontier. As a water-power and transportation center, the little settlement of Glens Falls grew fast, while the economic importance of the small independent sawmills decreased. Giant plants with screaming battalions of saws sprang into action at this natural terminal of the log drives.

Just above the city the associated lumbermen of Glens Falls, Hudson Falls, and Fort Edward flung a gigantic barricade across the swift stream, a huge network of wood and iron, logs and chains. "The Big Boom" is still there to catch four-foot poplar and hemlock logs, pulp wood for the paper mills. But in those days it held thirteen-foot logs, the trunks of lofty pines and hemlocks from virgin forests. Behind it were ofttimes several fortunes in lumber, the fruit of two seasons of toil on the part of a far flung army of lumberjacks with ax and peavey.

Sorting and counting was done at the boom by crews who sent processions of marked logs floating to their destined mills to be ripped by the gang saws. From Glens Falls mills, during the eight months season when the canal was open for navigation, were shipped a hundred million board feet of lumber, about one third of the total produced in the entire Adiron-

dack region. Leading mill owners were J. W. and D. J. Finch, Samuel Pruyn, James Morgan, Augustus Sherman, Zenas Van Dusen, George W. Freeman; names some of which are still associated with the commerce and industry of Warren County.

The forest wilderness had yielded up its treasures for seventy-five years, and some parts of Warren County had been cut over a second and even a third time when the lumber industry began to wane in the closing decades of the nineteenth century. That two-thirds of the standing soft wood had disappeared is only the less ominous part of the story.

Over a period of many centuries the forest had slowly accumulated a covering of flesh over the bare bones of the mountains till they were fattened for the slaughter. The woods were rooted in deep soil, rich with humus from many layers of decaying leaves. In the ravines and hollows, uncounted generations of beavers had built their dams to hold the sediment washed down in the turbid waters of spring floods. Thus the hollows became first shallow ponds, then swamps, and finally little meadows or flats with deep, rich soil.

It was not just the tree trunks felled by the lumbermen that were carried off in the wasteful method of early days. Slash flamed into raging forest fires that swept over miles of territory destroying not only plant and animal life, but consuming the very soil, for humus, too, can be burned away. Wind and flood completed the process of denuding the hills till they were left in some places mere stony skeletons of what the pioneers had found them. Gone were the first and second growth trees and with them went much of the soil. The new growth, if any, was half starved, a rising generation that was but the shadow of its great ancestors in the virgin forests.

Not only the steep hillsides were affected; for the logs driven down swift mountain torrents tore away the barriers behind which lay the swamps and fertile flats. In place of these there appeared stony hollows and deepening gullies. What had once been mossy, shaded banks in the ravines became bare rock open to the glaring sun. Without the spongy reservoirs of root and soil to feed them, springs dried up, and in the place of brooks there remained only their dry rocky beds, through which poured springtime freshets to wreak more destruction. Even the lowlands suffered where masses of rock waste and small stones were washed down to cover deeply the once rich meadows. The gradual process of filling up ponds and lakes was speeded, as gritty sand, gravel, and stones formed barren deltas.

The conservation movement came as a rift in the gathering storm clouds, and threw a bright beam of light across the ruined landscape.

Banished were the romantic, picturesque buccaneers who had despoiled the land with ax, saw, and fire in their haste to grab great fortunes. The balance of nature is now being restored, and the slow process of rebuilding a giant forest is well under way. Even the patient beaver has resumed his important task of soil conservation, protected by law against the trapper and hunter.

Aside from its use as a playground and recreation area within the Adirondack State Park and Forest Preserve, Warren County trees on privately owned land still yield an annual crop of 30,000 to 40,000 cords of pulpwood. This is mostly from areas replanted with poplar and hemlock, reaped and harvested by approved forestry methods that do not impoverish the soil or injure the new growth to follow. There is still a spring log drive with its hardy crew of drivers, even though the total bulk is smaller and the logs are four foot sticks that a man can toss to the top of a truck load. But instead of whining saws, pulp machines, vats, and rollers that produce paper await their grist of pulpwood.

Another phase of the conservation movement is the more intensive and complete use of the vast water-power resources of the Upper Hudson which cuts across Warren County from north to south and bounds its lower projection. A pioneer in this field was Eugene L. Ashley of Glens Falls who dreamed of a great power development at the very time that others were dreading the day when the shrinking supply of saw logs would render useless the power already developed at Glens Falls.

In 1898 Ashley had used the surplus energy of the impounded waters that ran his mill at Kanes Falls for electric lights in the streets of Whitehall in Washington County. Having formed the Kanes Falls Electric Company, he planned a further development on the Hudson River, a great dam that would provide a steady flow of power on a grand scale. With determination and energy as his chief assets Ashley pressed on to acquire river rights along the Hudson some miles west of Glens Falls. In 1899, Ashley, his friend, Elmer J. West, and their associates, formed the Hudson River Water Power Company with the avowed purpose of building the proposed dam.

In 1900 the project, declared visionary by many, actually got underway. During the three years of construction work many an unforeseen obstacle was surmounted. An unexpected 65-foot depression in the bed of the river was found, and there were floods, ice, logs tearing through the cofferdam, loss of life, litigation, and lack of funds. At one stage, when ruin faced the builders, William E. Spier, lumber baron, handed to Ashley his personal check for $150,000 as an unsecured and non-interest-bearing loan.

Friends smiled cynically, enemies jeered, but Ashley's dream, through anxious days and sleepless nights, gradually became a reality. In August 1903, the dam was completed and named in appreciation, Spier Falls. It then ranked fourth largest in the world, and the largest dam ever built solely for generating power.

On September 8, 1903, water flowed through the penstocks of the world's first high head electric development, and hydroelectric power at 30,000 volts was carried from Spier Falls on transmission lines to nearby Glens Falls and as far away as Albany, Schenectady and Troy. At that time the power station was equipped with four generators to develop a total of 19,000 horsepower. During the first two decades three more generators were added for a total capacity of 36,000 horsepower, and in 1924 a new type generator of 9,000 horsepower, almost twice the capacity of any of the earlier units, was installed. In the years immediately following, two new hydroelectric developments close to Glens Falls, Feeder Dam and Sherman Island, one mile and six miles west of the city, were tied in with Spier Falls.

In 1930 came the greatest expansion of the Spier Falls plant with the installation of a single 57,000 horsepower unit, greater than the combined capacity of all those previously in operation. This generator stands 90 feet high, 45 feet in diameter, weighs 1,345 tons, and supplies enough electrical energy to light more than a million 40-watt lamps. The great turbine that drives this massive machine was the largest in the world in physical proportions, though not in horsepower development, and its 150-ton wheel, 20 feet in diameter, could handle the entire flow of the Hudson River at Spier Falls during the dry season. If operated full load for 24 hours, the wheel would require four billion gallons of water, more than a day's supply for the entire population of upstate New York. The diameter of the pipe which carries water to the wheel is about equal to the width of a three lane concrete highway. Of the older units some have been removed and others modernized so that today there are seven units capable of generating 70,800 horsepower at Spier Falls, making it the largest hydroelectric development in the state except at Niagara. Thus it has utilized the water power of the Upper Hudson to an extent that far exceeds the dreams of its pioneers.

Eugene L. Ashley's Hudson River Water Power Company evolved with expanding business through merger after merger into the Adirondack Power and Light Company in 1911. In 1925 the Adirondack system, which had acquired small companies operating at Bolton, Warrensburg, Chestertown, and North Creek, began distributing electricity on new power lines to the erstwhile wilderness of pioneer lumbering days. This resulted in part from recognition of the growing resort business, the hotel

and tourist trade, as one of the County's most important assets. By 1938 the program of rural electrification had strung approximately 350 miles of power lines in Warren County.

The old Adirondack Company has now been united with the New York Power and Light Company as a part of the far flung Niagara-Hudson system. This industry, instead of the 35 workers employed by the original company in Warren County during its formative years, now directly employs 125 persons in the County; but these are only a handful of the thousands in the territory served by Spier Falls power, who derive their livelihood from the industries dependent on electric power and light. The harnessed water of the Upper Hudson River lights cities, runs factories, and plays radios from the Canadian boundary to the Lower Hudson and from the New England border to Syracuse.

Less picturesque and imposing, though no less important, are other power plants along the river at sites that have furnished power locally since the days of the earliest gristmills and sawmills, and have contributed so much to commercial and industrial progress. Today the total horsepower, mechanical and electrical, produced by these lesser power plants along Warren County's section of the Hudson River for use directly by local industries amounts to a greater total than that of the more spectacular Spier Falls plant.

The third member of the triumvirate, pine, power, and play, whose story is the drama of the County's economic history, has stepped from a minor role into the leading part. The gradual beginnings of the resort business can be traced to an early date. Poor roads and primitive accommodations only temporarily retarded its development, for the attraction of natural beauty, the wooded hills and lakes, added to historical interest in points along the Great Warpath, drew tourists from the very first.

The old Indian trails did not long serve the white man's purpose. Johnson had to cut a military road through the forest to Lake George in order to drag to Fort William Henry the artillery which won the Battle of Lake George. With the growth of settlements and the necessity for transporting supplies and the products of farms, factories, mills, and mines, this road was improved and extended across the county and into the back country. Stage coaches on the new roads brought more tourists, and as early as 1800 there were hotels for tourists as well as for businessmen at Lake George. However it was not till the 1880's, after the completion of the railroads that hotels really became numerous and, in some of the more favored sections, almost palatial.

A bitter campaign waged at this time to preserve the Adirondack forests from destruction culminated in 1885 in drastic legislation. The wild lands belonging to the State were withdrawn from sale to create the

Adirondack Forest Preserve and arrangements were made for the State to increase its holdings. Bringing thus forcefully to the minds of the people the value of this mountain region as a health and pleasure playground, it was an important factor in creating a resort that has grown to gigantic proportions to serve the visitors for whom the automobile and modern highways later provided easy access.

Tanneries, asheries, lime kilns, black marble quarries, and paper mills played a part in the general development or in the expansion of certain communities of the County. All these have been abandoned except the manufacture of paper which had its beginning about 1864, became industrially important by the 1890's, and is still a weighty economic factor in the County.

Lime making began about 1830 and occupied a conspicuous place in the industrial picture until after 1900. It was a local industry that supplied the needs of the builders in the neighborhood until the opening of the feeder canal furnished cheap transportation. That also boomed the sawmills whose waste provided fuel for the lime kilns till the forests were destroyed. Even after that lime was burned because the availability of limestone close to the canal still made the business profitable. It was the slackening demand for lime after 1900 when builders had begun to use cement as a substitute in construction work that caused the industry to wane, while the cement works increased their output. In 1938 the Glens Falls plant produced 800,000 barrels of Portland cement.

A fashion that called for black marble fire places once created a profitable side line for the Glens Falls limestone quarries, but a later preference for Italian veined marble reduced the demand for this stone and the industry gradually declined. A high grade of iron ore occurs at many points in the Adirondacks, but the veins in Warren County have never been worked extensively. In early times some ore was mined and a little iron was produced, but never on a large scale or over a long period. Limestone was used as a flux in reducing the ore to pig iron as well as for lime, but the important limestone quarries today produce crushed stone for roads and for concrete construction.

Graphite, mined at Hague, for some years furnished most of the raw material for the processing plant at Ticonderoga. Since the successful development of graphite mines requires technical skill in addition to large capital outlay, many a vein netted a profit only to unscrupulous promoters. However Hague once produced a large proportion of the graphite mined in this country. Cheap ore from abroad now supplies our requirements for heavy lubricants, lead pencils, and other uses, but the American Graphite Company of New Jersey still uses the Ticonderoga factory, and

an interruption of the supply of foreign ore may make it profitable to work the Hague mines again.

A garnet mine on Gore Mountain near Thirteenth Lake and North River in Johnsburg, opened toward the close of the nineteenth century, produces most of the garnet used in the United States for manufacturing high-grade abrasives. The supply is practically unlimited, and for the past thirty years production has been fitted to a steady demand so that the mine has kept its crew steadily employed.

Rock produced from mixed layers of the old ocean sediments is of special interest in the story of garnet. This developed into various kinds of rocks composed of feldspar, pyroxene, mica, quartz, garnet, hornblende and other minerals. From the hornblende-garnet gneisses of Gore Mountain most of the world's supply of garnet for abrasive purposes is obtained.

Garnet is a widely distributed mineral, being found in many varieties of rock. It occurs as crystals, both perfectly and irregularly shaped, as solid rock masses, and as grains in sand and gravel; but the high-grade garnet suitable for abrasive purposes is very limited in its distribution, being found only in the Adirondack Mountains.

Depending upon chemical composition, there are eight varieties of garnet with a wide range of colors, including white, black, yellow, brown, rose, green, red and occasionally bluish. Chemically the different garnets are silicates of two or more of the following: iron, alumina, lime, magnesia, chromium, manganese, and titanium. Garnet gems are cut almost entirely from pyrope, rhodolite, and almandite, and though it is the latter that occurs at the Barton Mine, the principal sources of the gem variety are Bohemia, Ceylon, and Burma.

Garnet crystals are found in South Africa enclosing crystals of diamonds. At Gore Mountain large flakes of biotite (black mica) are occasionally noted within the garnet. The hardness varies in the different garnets from 6 to 8, and a given variety does not always have the same hardness in different localities. The almandite variety usually runs from 7 to 7.5, but the Gore Mountain garnet has a hardness of 8, the same as topaz. While the Gore Mountain garnet is practically all used as an abrasive in various industries, gem stones do occur and each year several hundred are cut to meet the demand for a local gem.

Refined garnet from the Barton mill is the only garnet used for making abrasive paper and cloth. This is because it is the hardest ever found, and when crushed to produce the many grades of garnet sand used for making garnet paper and cloth, it breaks into cube-like grains with sharp chisel-like edges. These do not wear smooth but continue to break and form fresh sharp edges.

While the garnets of Bohemia are measured by inches, the Barton mine is noted among scientists as the source of the largest single crystals ever found, two and one-half feet in diameter and weighing over a ton. Crystals six inches to more than one foot in size are common.

Garnet was first used as an abrasive in the early eighties by Mr. H. H. Barton, the grandfather of Mr. C. R. Barton, now president of the Barton Mines Corporation. While connected with a company in Philadelphia that manufactured abrasive paper made from quartz and emery, he recalled that some years before, during his association with a firm of jewelers in Boston, a piece of garnet from the Adirondacks had been brought in to be cut as a gem. He therefore went to Boston where he was able through the jewelry firm to trace that piece of garnet to North Creek in Warren County. He did this because he knew that garnet is much harder than quartz and he believed that it might be introduced as a new abrasive.

During a hunting trip in the North Creek region, lumbermen showed him what they called "red rock," and an investigation indicated a very extensive deposit of garnet readily available at reasonable cost. He developed his own abrasive plant in Philadelphia and the success of garnet from the Barton plant as an abrasive has continued to the present time, a period of 55 years.

At first garnet was separated by hand picking or cobbing, the large crystals being knocked out with small pick hammers. In 1924 a concentration plant with modern improvements was erected which not only separates the garnet from newly mined rock, but also reclaims what was lost in the huge piles of refuse accumulated while cruder methods were used.

As practically all of the product of the Gore Mountain mine and mill is used for industrial purposes, the general public is not aware of its importance and how widely it is used. Most people have seen it only on the small "cardboards" used by the dentist and manicurists. These have white quartz or sand on one side and finely crushed garnet on the other. Jewels for bearings in watches and scientific instruments are also made of garnet. It is estimated that 250,000 small stones are used annually for this purpose.

The product of the Barton mill or concentrator, consisting of mixed grains and pieces of garnet from about one-sixteenth up to five-eighths of an inch in size, is shipped in 100-pound sacks to domestic and foreign manufacturers of abrasive products. In these factories, the garnet is crushed and screened through silk gauze to grade it accurately before it is applied to strong paper and cloth with glue. Loose grains and powdered garnet are also used in special grinding and polishing operations.

Furniture factories use garnet extensively because it is particularly adapted to give a smooth surface to wood. Spokes for wooden wheels and handles for tools are smoothed with it, and it is extensively used for buffing felt hats and for giving a good finish to leather, rubber, bakelite, celluloid and other materials. Farrington, an American scientist has said: "Garnet perhaps contributes more largely to the comfort and happiness of the world than when it was the property only of kings."

Aside from the chief forest products, lumber and wood pulp, there were two early by-products that brought a cash return to some pioneers who saw very little other money, and gave employment to others. Pearl ash for making lye was collected by burning wood and was sold to the local factories for a shilling a bushel. Also in tanning hides a great deal of hemlock bark was used. Tanneries employed many workers in their plants especially at Warrensburg, Chestertown and North Creek, and in the woods stripping bark, and in transporting the hides. These industries declined and faded away with the destruction of the virgin forest.

Farming still contributes to the support of a large section of Warren County's rural population. Although it was the wealth of the virgin forest that attracted most of Warren County's early population, there were from the very first farmers who lived on what they raised from the soil on clearings in the woods. For cash the new settlers depended largely upon selling wood ashes, and many of them also worked for wages stripping hemlock bark for the tanneries or chopping and doing other work for the lumber barons.

There was also a local market for what they could raise beyond their own needs because of the presence of many industrial workers who had to be fed. High transportation costs helped to offset the unfavorable farming conditions, so that while the forest was being exploited, farming was relatively profitable. Then, too, entertaining strangers at inns, taverns, and in private homes was an early source of profit.

Today there are some prosperous dairy farms in Queensbury near the Washington County line that have good pasturage and that can raise enough hay and ensilage for their stock. The steady demand for fresh milk in Glens Falls provides a local market which these farms share with dairies in neighboring counties. The summer resorts also consume large quantities of dairy products in season.

Queensbury has a swampy area with muck or peat soil, a small part of which has been developed as a celery farm that does a good business in supplying the local market. Though a larger area could be drained it is questionable whether such farms could compete in a wider market with similar areas that have a considerably longer growing season.

In Queensbury and other parts of the county there is some vegetable gardening. However the season is a week or two later than on similar farms within fifty miles by truck in the Mohawk and Hudson valleys, so that local growers miss the higher prices paid for the first tomatoes and other early fruits and vegetables.

It is the policy of the State Conservation Department to increase its holdings and retire marginal land from cultivation. Gradually the forest is swallowing up little mountainside farms and the arable area of the county is shrinking. However a good many farmers in the mountainous districts find a favorable market for their fresh produce by serving it on their own tables to tourists and summer boarders. There is even a profit for some small dairy farmers with a dozen or twenty cows though their upland pastures may be growing up to bushes and saplings, and they have to bring in truck loads of hay from outside the county for winter feeding. A number of poultry farms also show good returns.

The more expensive hotels and dude ranches are financed mostly by outside capital, and are largely manned by workers imported for the busy season only. However they do hire some local help from among the permanent residents, and construction work on the highways gives the farmers another source of cash income. This makes possible higher standards of living, especially housing in the rural districts of the County, where the farmers share their homes with tourists and boarders.

The host of tourists brings intimate contacts with the outer world and an active, progressive farm bureau is helping the farmers make the most of their opportunities. Census figures show an increase in the number of persons living on farms, but a large proportion of these are part-time farmers with some other source of income. While it cannot be denied that agriculture in Warren County is declining, tilling the soil will still provide a living. Small scale farming does not require a large investment, land is not expensive, taxes are not high, and there are exceptionally good roads and schools.

At Glens Falls, after lumbering and lime burning declined, new industries arose to employ the wage-earning population. The story of the development of pigment color, wallpaper, shirts, cement, paper, gloves, and other industrial enterprises is told in the Glens Falls chapter.

Church and School

AMONG Warren County's earliest settlers there was a transplanted religious community, not fleeing from persecution nor from an overcrowded or impoverished home land, but deliberately setting forth to found a colony on the war-torn frontier. These people were members of the Society of Friends, and came from the prosperous Quaker settlement in the Dutchess County Oblong on the Connecticut border. The fact that the original grantees of the Patent of Queensbury quickly transferred a large share of their interest to Quaker leader Abraham Wing and his followers, lends support to the tradition that wealthy co-religionists in New York City used their influence to secure this land grant for the County's Quaker pioneers.

No meeting house was built by this first little group of Friends who established themselves briefly in Queensbury between the French and Indian War and the American Revolution, but at a monthly meeting of the Society of Friends in Dutchess County in 1767 the Queensbury settlers were granted leave "to hold meetings on each First Day at twelve o'clock." In a very few years they were driven out as refugees by fire and sword, for their frontier settlement lay in the path of the contending forces and beyond the limited protection afforded to more settled communities.

But when they returned after American independence had been won, they had scarcely finished their own log cabins and mills to grind grain and to saw boards, before they erected a house of worship on Bay Road near Halfway Brook in Queensbury. This log structure served also as a school house.

About the year 1798 a commodious frame meeting house was built on the upper Ridge Road which was superseded in 1875 by the red brick Friend's Church now located on Ridge Street, Glens Falls. At that time the old building was moved to a site near Ridge Road at Oneida Corners beside the Grange Hall where it eventually was torn down and replaced by the present community church.

Before the end of the eighteenth century a Baptist Church was built beside a small body of water now known as Lake Sunnyside. The pastor, the Reverend Rufus Bates, ministered to a flock scattered in all the settlements that he could reach, numbering not less than 200 souls. Elder Jehiel Fox also preached to a Baptist congregation in Thurman before 1800.

The first Presbyterian preacher was a Christian Indian, the Reverend Anthony Paul, a full-blooded Mahican. He was educated in Connecticut

Culture

STUDIO OF MME MARCELLA SEMBRICH,
BOLTON, LAKE GEORGE

CENTRAL SCHOOL AT BRANT LAKE

INTERMISSION, BARN THEATER, LAKE GEORGE

PRESBYTERIAN CHURCH, GLENS FALLS

Photo by John J. Vrooman

ST. MARY'S ACADEMY, GLENS FALLS

Photo by John J. Vrooman

GRILLWORK PATTERN, CHURCH INTERIOR

and there was licensed to preach by the Congregational Association. For a while he lived in Bolton, his sermons were well received by the New Englanders there, and through his efforts a Presbyterian Church was formed in Stony Creek in 1800. Mr. Wheelock took the Reverend Mr. Paul's father-in-law, Sampson Occum, an Indian, to England. There his preaching so impressed Lord Dartmouth as to interest him in the education of the Indian people, for which purpose Dartmouth College was founded.

Itinerant Methodist preachers came early and were very active. Richard Jacobs was sent by the Reverend Freeborn Garretson in 1796 to introduce Methodism into northern Warren County, then known as Thurman. Jacobs was drowned while trying to ford the outlet of Schroon Lake, and the Reverend Henry Ryan, a local preacher, who had gathered a congregation in Warrensburg, was invited to preach there. The Reverend David Noble, who as a young Irish Episcopalian had been converted to Methodism by John Wesley's preaching, entered this region in 1798. His great-great-granddaughter, Helene Noble Wood, is the widow of Frank Wood who recently served Lake George Village as mayor and as postmaster.

By 1799 Henry Ryan and "Billy" Hibbart, itinerant preachers, were traveling 500 miles a month to fill 63 appointments. In 1810 Thurman's Patent was set off as a two weeks' circuit embracing the Hudson and Schroon Valleys from Schroon Lake to Luzerne. Tobias Spicer, who rode the circuit in 1812, visited 13 preaching places every two weeks, his route embracing also the shore of Lake George. The people he served were poor, his work was arduous, and had he counted his compensation in cash it would have been small indeed.

In 1803, forty years after the first settlement of the town of Queensbury, the chief center of population, known to many as Pearl Village, had no church, though it had a good hotel, flourishing mills, and considerable trade. A subscription "to build a house of publick worship . . . somewhere near the Four Corners," was drawn up March 4, 1803. It was December 18, 1808 before the building was completed and "The Union Church of Pearl Village in the Town of Queensbury" was organized with nine charter members.

The Reverend William Boardman was called as the first pastor in the spring of 1809, and in 1848 the name of the corporation was changed to "The First Presbyterian Church of Glens Falls." *Old White,* as the church was called, with its square belfry, was torn down about 1848. The brick building that replaced it went up in flames with most of the village in the great fire of May 31, 1864. In June 1867, a new structure, complete and free of debt, was dedicated. Again in 1884 it burned and was promptly rebuilt. In 1925 the old Warren Street site, then closely

hemmed in by the business district was sold and a new site purchased at the southwest corner of Notre Dame and Glen Streets. Here an impressive Gothic structure of Indiana limestone has been erected, designed by Ralph Adams Cram of Boston.

Throughout the County there are many Protestant and Roman Catholic Churches. Not a few of the buildings were erected in the 1850's and 1860's when a revival of interest in religious observance swept across the Nation. In the areas that were then popular as summer resorts the visitors lent their aid in providing beautiful structures such as the Presbyterian Church at Lake George, the Episcopalian Churches there and at Bolton, and the Diamond Point Union Church. On August 14, 1940, the Kavanaugh Memorial Chimes were dedicated at St. James Episcopal Church, Diamond Point, with a radio broadcast.

Some rural churches have been abandoned while urban churches assist others by sending out preachers, some of whom serve several outlying centers. The more prosperous rural residents frequently join village churches to which they travel by automobile. Owing to the decline of agriculture there are other country people on widely scattered farms or in small rural communities who would gladly attend services and join in the religious and community activities of a church, but who are too few and too poor to maintain local churches. It is among these people, who contribute generously so far as their means permit, that home missions are maintained.

Other Protestant religious denominations represented in Warren County are the Christian Scientists, Christian Missionary Alliance, Jehovah's Witnesses, and the Church of the Latter Day Saints or Mormons.

The history of Roman Catholic churches in Warren County parallels that of the other religious societies. Their activities began somewhat later, but they have built churches in all the communities where there is a considerable number of Catholic people. Their earliest church to be established in the County was St. Mary's in Glens Falls, organized in 1849. The Reverend John Murphy was the first pastor. A red brick building, begun in 1867, was completed and dedicated January 19, 1870. That edifice, minus the tall, slender spire that once crowned its belltower, remains in use to this day.

St. Alphonsus Church was organized in Glens Falls in 1853 with the Reverend Louis Desroches as the first pastor. The original frame building was enlarged during 1872-73, and in the latter year the first St. Alphonsus school was opened. The present brick church at Pine and Broad Streets was erected in 1888 during the pastorate of the Reverend Louis Napoleon St. Onge.

Throughout the County north of Glens Falls there are eight more Roman Catholic parish churches, and services are conducted at other places during the summer. Notable among the church buildings are those at Lake George, Chestertown, and Hague.

The first Catholic church outside of Glens Falls was St. Cecilia's built at Warrensburg in 1874 through the efforts of the Reverend James A. Kelley, a pioneer clergyman who traveled throughout most of northern Warren County and built churches in several parishes. In 1879 he built another church at Wevertown, then the most important community in that region. Since the decline in population due to the passing of the lumber industry, the Wevertown church has been attached to the North Creek parish and is now used only in summer. During other seasons of the year its members are taken by bus to services at Chestertown.

Within a few years of the erection of the church at Warrensburg, the Catholics of Chestertown established their church of St. John the Baptist in a building purchased from the Methodists, and in 1886, the Reverend James Flood built a larger frame structure to replace it. During 1936, the year of its Golden Jubilee, the building was razed to make way for a new edifice planned by the Reverend J. F. McMahon, present pastor of the North Creek parish, to which Chestertown is attached.

Dedicated in August 1937, the new St. John the Baptist Church, monastery Gothic in style, built of Fort Ann variegated quartzite and trimmed with Indiana limestone, is one of the outstanding parish churches of the Catholic Diocese of Albany. Interior work still continues from year to year. Its beautiful stained glass windows, one of which is dedicated to St. Isaac Jogues, were produced by the Connick Studio of Boston.

The first Catholic services at Lake Luzerne were held in private homes in the late 1870's by the same Father Kelley who built at Warrensburg and Wevertown. This energetic and popular priest also built the village's first Catholic church about 1880, raising $500 at a festival in one evening. In 1928 the old building was torn down to make way for the present Holy Infancy Church, a frame building with the low, square tower so typical of the churches of rural Warren County.

The Church of the Sacred Heart at Lake George was built by the Paulist Fathers of New York City in 1884. Its interior was rebuilt in 1925 with walls of caenstone, an altar of sienna marble, and wood carving and windows by Powell and Sons of London, England. The stained glass windows depict scenes in the life of Father Isaac Jogues, the Jesuit priest who passed through Lake George in 1646 on his way to found the first Roman Catholic mission to the Mohawk Indians. A few weeks later he was-

martyred at Auriesville; in 1925 he was beatified, and in 1930 canonized. It is therefore especially fitting that the church at Lake George should honor his memory.

Before North Creek had a Catholic churchbuilding it was served by itinerant priests from Lake George and Warrensburg. One of these was the ubiquitous Father Kelley, who in 1884 built St. James' Church in the parish cemetery lot. The first resident pastor, Father Grimes, later became bishop of Syracuse. The second and third pastors, the Reverend James Flood, builder of a church at Chestertown, and the Reverend Roger Ward, who guided the destinies of the North Creek parish for 29 years, were, like Father Kelley, members of the little band of pioneer Catholic priests who traveled about northern Warren County on horseback and by carriage and sleigh. Replacing the first building which had been destroyed by fire, the present St. James' Church was dedicated in 1919.

The Church of the Blessed Sacrament at Bolton Landing, built in 1891 was for many years served by priests from Lake George, but now has a resident pastor.

Hague was visited by Catholic priests from Ticonderoga who frequently conducted services in the Town Hall until, on August 24, 1923, the impressive Church of the Blessed Sacrament was dedicated. It is a red brick structure ornamented with white stone trim and set in spacious, landscaped grounds. At present the pastor also serves St. Theresa's Church of Brant Lake, erected about 1925, and conducts services at Huletts Landing on the east shore of Lake George.

It was not until 1892 that enough Jewish people arrived in Warren County to establish a synagogue and Hebrew school. At present there are two Jewish congregations, both at Glens Falls. The congregation Sara Tefilo, organized in 1892 at Glens Falls under the guidance of Rabbi Laska, built a synagogue on Jay Street the following year. In 1926 the Jewish Community Building on Bay Street, Glens Falls, was opened and provided space for the first Hebrew free school in Warren County. About 1935 the Jay Street synagogue was abandoned and services are now conducted in the Community Building.

On August 21, 1925, the Liberal Jewish Congregation laid the cornerstone of the impressive Temple Beth-El on Marion Avenue with the Right Reverend Ernest M. Stires, Episcopal Bishop of Long Island, and Adolph S. Ochs, then publisher of the New York *Times,* among the speakers.

From earliest times the people of Warren County have by no means neglected the education of their youth. As early as 1786 the Friends Meeting House on Bay Road beside Halfway Brook was used as a schoolhouse. It was only one year earlier that Governor George Clinton addressed the Legislature with these words:

> Neglect of the education of youth is among the evils consequent of war. Perhaps there is scarce anything more worthy of your attention than the revival and encouragement of seminaries of learning.

There followed laws setting up a Board of Regents with power to supervise, charter, and aid colleges and academies. Land set apart for schools in each township in 1787 was the germ of the "common school fund" from which grew our public school system. And in 1795 Governor Clinton, seeing that even more active encouragement for common schools was needed, again addressed the Legislature as follows:

> It cannot be denied that they [academies and seminaries] are principally confined to the children of the opulent and that a great proportion of the communities is excluded from them . . . The establishment of common schools throughout the State is calculated to remedy this inconvenience.

The sum of $50,000 a year for five years was appropriated to be distributed to counties according to their representation in the Legislature and by them to towns in proportion to their actual school attendance during the previous year. Warren County got its share and had established several schools before this earliest grant of State Aid for Education was discontinued in 1800.

In accord with the school law of 1812 Warren County was divided into school districts and in 1820 the report of the State Superintendent of Schools, Gideon Hawley, shows that all of the nine towns into which the County was then divided made their reports. There were 64 school districts of which 51 reported holding school for an average of five months. Of Queensbury's 18 districts, the 10 that sent in returns reported a school year of only three months. These did not report the number of students but the number of children between five and fifteen years of age was 541 out of a total of 2,486 in the County.

A good many pupils were over fifteen years of age and there was an average of about fifty at each school. Obviously the task of the teacher in a one-room school with very meagre equipment, few books, and such a large class of widely varying ages was by no means easy.

The State report shows that Warren County was typical so far as the number of schools, students, and teachers was concerned. There was a trend toward longer school terms and an increasing number of students. Public funds provided three months of schooling but tuition was also charged, though poor families were permitted to send their children free. However, not a few people preferred to keep their children home rather than declare themselves indigent.

The tuition charges supplied at least a month or two more of schooling except in Queensbury. Luzerne kept its six schools open six months with an average of 70 students while the six Bolton schools ran for seven months with an average of 63 students in each school. It was not till the rate bill was abolished in 1867 that schools were really free.

In the same year that tuition for common schools was abolished, Federal aid was granted to academies of which Warren County has had three. Glens Falls Academy, according to some historians, grew from a select school established in 1803 by Mr. Randall, a Yale College graduate. This institution occupied two rooms on Elm Street just below South Street. With varying fortunes the academy, incorporated in 1841, continued under different masters and with sometimes as many as 285 students of both sexes. Its building on Warren Street was burned and rebuilt on Chester Street in 1914. Always known as an up-to-date progressive school, Glens Falls Academy, in a community with much wealth, fared better than most private day schools after the War between the States. It refused to be absorbed by the public school system and continued to serve those who could afford to pay tuition until 1937 when, with but 80 students, it finally closed.

Chester Academy, incorporated in 1844, secured a Regents charter in 1870, but eventually closed its doors. Warrensburg Academy, founded in 1854, got Regents recognition in 1860, and in 1888 was taken over by the Board of Education as a Union Free School.

In their day, academies played an important part in public education. They gave courses of instruction for teachers at a time when normal school facilities were wholly inadequate. In them most of the teachers in public schools received the only professional training available to them beyond district schools. So long as preparation for college or, indeed, any secondary education was not to be had except in academies, it was quite proper that they should receive public subsidy.

During most of the nineteenth century many "select schools" were started throughout the County, especially at Glens Falls. It is not surprising that people of means wanted to give their children the benefit of instruction by better educated teachers in more sanitary and less crowded rooms than the public schools provided. Some of the select schools were short lived but others, such as the Elmwood Seminary, Glens Falls, continued for many years under the direction of able scholars.

William Barnes, who founded the Barnes Select School in 1839, is said to have been the author of the *Barnes Manual of Geography* which was a standard textbook in the public schools of the State for many years. John B. Armstrong, after studying at Fort Edward Institute, returned

to Johnsburg and opened a select school in Good Templars' Hall in 1860. The school lasted for only three years, but at the end of the first year he staged a "Home Coming Day" which has been celebrated there in August ever since.

As standards of education in the public schools rose, private schools became less easy to run. In general, they offered advanced instruction with subjects not taught in public schools, or else they taught social grace and artistic accomplishments to young ladies, and attracted small children from wealthy families.

In the early 1860's the Plank Road Public School at Glen Street and Marion Avenue, Glens Falls, had 80 students ranging from less than five to over twenty years of age. George Greenslet, the teacher who received $30 a month, taught "the three R's" and a little geography and spelling.

In 1880, County School Commissioner Randolph McNutt of Warrensburg reported to the State Superintendent of Public Instruction that there were only three Warren County students in normal schools, but that most of the teachers had attended academies and 150 teachers had profited by attending a teachers' institute in September of that year. He complained that many districts had allowed their school houses to become dilapidated, but that there were 11 newly built schools, 14 completely rebuilt, and that others were to be repaired in the spring at his suggestion.

Consolidation of four of the school districts in Glens Falls in 1881 into a Union Free School District was a long step toward better schools. In a report many years later, Dr. Sherman Williams, the first Superintendent of the new district, gave a vivid description of the schools as he had first found them:

> You can picture the old buildings, their utter forlornness, their absence of everything that goes to make up the equipment of a modern school, but the schools themselves most of you never knew. They were not nearly up to the average of the back country rural school. In fact always excepting the Ridge Street School, I had never known anything so poor, nor supposed it was possible for such schools to exist anywhere, much less in a large and thriving town.
>
> There was no public sentiment. The schools were merely tolerated. There was a strong and widespread conviction that it was not the mission of the public school to offer more than the merest elements of an education. Not only was the grade of the schools low, but the work attempted was very poorly done.

Under Dr. Williams rapid progress was made. A building to house 500 students was erected in 1884, located where the present high school now

stands. In 1888 an academic department was added with 15 students registered for a three year course of whom 10 graduated in 1891. In that year the South Street School was opened. Before Dr. Williams resigned in 1898 to conduct teachers' institutes, Glens Falls had a four year high school course and the school system was well started toward the high standing it now maintains.

In 1935 the New York State Board of Regents made a thorough inquiry into the character and cost of public education in the State of New York. An intensive study of 43 representative school systems including Glens Falls was made and each was rated as highest, above average, average, below average, or lowest. Glens Falls was one of the six school systems to receive the highest rating, and of these six, its annual cost of $135.00 per pupil was the lowest.

At present Glens Falls still has all of District 18 and part of District 2 separate from Union Free School District No. 1, but the high school serves the entire city and some outlying sections. It is organized as a three-year junior high school and a three-year Senior high school covering grades 7 to 12 inclusive. The 1941-42 public school registration for all grades in Union Free School District No. 2 is 2,587 of whom approximately half, including outside students, are in the Junior-Senior High School. Diplomas were awarded to 182 High School graduates in June 1941.

The rural area of Warren County has availed itself of a liberal State-aid policy to provide the best possible schools for its children. As early as 1889 Warrensburg merged its academy in a Union Free School. In 1938 it became a central rural school district and is now considering plans for a much needed building. One-room schools for little children are still to be found in some rural districts of the County but beginning with junior high school (grade 7) most of the children are transported by school bus, along with not a few of the younger children, to first class modern schools. These are large enough to provide up-to-date departmental instruction with a varied curriculum of college preparatory, academic, manual training, and vocational courses. Such schools are located at Bolton Landing, Chestertown, Hague, Horicon, Lake George, Lake Luzerne, North Creek, Pottersville, and Warrensburg.

In 1914 the State of New York, in order to help equalize the educational opportunities in rural and urban districts, provided special State aid for central rural school districts. Thus, by combining, a group of small school districts can be assured of additional aid in providing a suitable building, maintaining high educational standards, and in the transportation of children to and from school. Beginning with Hague and Horicon

in 1926, seven such central school districts have been formed, and in consequence at least fifty-four one-room and five two-room schools have been closed. In several other localities a similar result has been achieved under the older laws applying to consolidated schools and union free school districts. Bolton, Hague, Horicon, Thurman, and Warrensburg have no one-room or purely rural schools, Luzerne has a single one-room school, and Caldwell has a two- room school at Diamond Point. Elsewhere in these seven towns all children attend central or consolidated schools.

Roman Catholic parochial schools were established at Glens Falls as soon as the religious groups became strong enough to support them. There are no Protestant parochial schools other than Sunday school classes. In Glens Falls the Jewish Community center offers afternoon Hebrew classes for school children.

The first parochial school in Warren County was erected by Catholics of French descent at the corner of Pine and Crandall Streets, Glens Falls, in 1873. Under the direction of the Reverend H. Huberdeault it carried on for several years. The building, a dwelling-like structure of red brick, now houses the eleven Sisters of the Assumption, who comprise the faculty of the present St. Alphonsus School, a grade school opened in 1908. In 1940 it had a registration of about 300 pupils.

On January 29, 1883, during the pastorate of the Reverend James McDermott, the Catholics of St. Mary's parish, Glens Falls, erected the first St. Mary's Academy, a brick building, now unused, but still standing in Church Street. In 1885 the school had 545 pupils, of whom two made up the first graduating class in 1889. In 1902 St. Mary's was chartered by the Regents.

By 1903 the first building became inadequate for the needs of its 1,085 students and a three-story brick structure to house the high school department was built adjacent to the first building. In 1904 a one-story addition for a kindergarten was built behind the high school. In 1924, with 1,210 pupils registered, St. Mary's was badly crowded and the old grades building had reached an unsafe state of disrepair.

In that year a campaign for funds to erect a new school building was begun and in 1930 St. Mary's Chapel, corner of Warren and Church Streets, was razed along with several adjacent buildings to prepare the site. On January 29, 1932, at the beginning of the school's golden jubilee year, the new St. Mary's was formally opened.

The faculty consists of twenty-five Sisters of the Order of St. Joseph and three secular teachers. The school is maintained by regular contributions of the parishioners, and in 1940 its enrollment approximated 1,000. It is the only parochial school in Warren County with a high school de-

partment and takes rank as one of the largest of its kind in the United States.

The State library system was set up in 1838 and today Warren County has exceptionally good library facilities with seven Regent-chartered libraries of which six own their own buildings. Glens Falls has a handsome building close to the center of the city, a collection of 38,830 books and an annual circulation of 172,602, while Warrensburg, with 11,038 volumes, has a circulation of 37,353. Both are open daily, summer and winter. The Lake George, Diamond Point, Bolton Landing, Mountain Side, and Stony Creek Libraries have an average of over 6,000 volumes each and are open from 8 to 42 hours each week with longer summer schedules.

PART II

Resort Towns and City Streets

Glens Falls

Railroad Station: Delaware & Hudson Railroad Station, cor. Lawrence and Cooper Sts., for Delaware & Hudson R. R.

Bus Stations: 16 South St., for Adirondack Transit Lines, L. B. K. Lines, Hudson Transportation Co., Corinth Bus Lines; 74 Ridge St. for Champlain Coach Lines; 168 Glen St. for Whitehall Autobus Co., East Lake George Motorbus Line.

Airport: Floyd Bennett Airport, 2½ m. N. on US 9, for Canadian Colonial Airways (Montreal - New York); local flights, 12 min., $1.50; 20 min., $2.00.

City Busses: 10c; 14 tickets $1.00.

Taxis: 20c per person.

Traffic Regulations: Speed limit 20 m. per hour; no U turns at designated intersections; parking meters in business section, 9 a. m. to 6 p. m., 5c for 1 hr; all night parking prohibited.

Accommodations: 9 hotels; tourist homes, boarding houses.

Information Service: Chamber of Commerce, 191 Glen Street.

Motion picture Houses: 4.

Athletics: Recreation Field, Glen St.; baseball, softball, track, tennis, skating, tobogganing.

Swimming: Municipal Beach, Bush St.

Golf: Glens Falls Country Club, 5 m. N. of center of city, off US 9, 18 holes, greens fee $2.50.

Annual Events: Eastern States Basketball Tournament, March; Italian Celebration Feast of St. Anne, July; Glens Falls Open Tennis Tournament, August; Flower Show, August.

GLENS FALLS, (345 alt., 18,836 pop.), at the southeastern entrance to the Adirondacks, spreads east and west along the Hudson River on a great plateau. Manufacturing and trading center, it benefits from a large tourist business.

Almost in the heart of the city, the Hudson drops 60 feet, supplying power for local industries. At and below the rapids are paper, cement, wallpaper, and pigment color factories. These, with shirt shops and a few minor industries scattered throughout the city, and the Glens Falls Insur-

ance Company, whose building rises above other structures in the business district, provide the bulk of employment for office and factory workers.

Glen Street, the main artery of travel, begins at the falls and climbs an easy grade to the plateau level, where it enters the shopping area. Most of the commercial buildings, with mansard roofs and gingerbread trimming, were built after the disastrous fire of 1864. The few modern structures, by reason of their architectural simplicity, now stand out in sharp contrast. Elm-shaded residential streets radiate, fan-like, from the two squares in the center of the city.

Numerous fine homes, many owned by retired families, testify to the city's high per capita wealth. A large percentage of the smaller homes is owned by wage earners.

The desire for land brought pioneer farmers to Glens Falls; the presence of water power fostered its industrial development. When Lord Jeffrey Amherst, in 1759, smashed the French center at Ticonderoga and Crown Point, the plateau on which the city now sprawls was a virgin forest, with one line of communication, the Military Road from Fort Edward to Lake George, which was cut in three days by Sir William Johnson's army.

Amherst, building a fort at Crown Point, envisioned this land, some of which he might himself own, dotted with growing towns and productive farms. He informed Lieutenant Governor de Lancey of New York that settlers would "have nothing to fear from the incursions of the enemy which they may henceforth safely look upon to be at an end." On September 21, 1759, de Lancey proclaimed that "Those who . . . shall now choose to go and settle between Lake George and Fort Edward, will there find three Several Spots of cleared ground," and that "on condition of immediate settlement thereof in the form of a Township" he would recommend grants of land, free from the usual quitrent or annual tax.

In the early part of 1760 syndicates headed by James Bradshaw, Daniel Prindle, Trueman Hinman, Jehiel Hawley, Ebenezer Lacey, and Benjamin Hoyt petitioned for patents of land. They set forth that they were "neighbors" from the Oblong, Dutchess County, and from New Fairfield, across the line in Connecticut. On February 1, Bradshaw received a promise of the first tract on the Hudson above Fort Edward. Out of his colonizing efforts grew the village of Sandy Hill, now Hudson Falls.

Nineteen days after approving the Bradshaw, or Kingsbury Patent, the Provincial Council advised de Lancey "to grant to Daniel Prindle and his associates a tract of land six miles square to be laid out adjoining the land proposed to be granted to James Bradshaw and others, and to run toward Lake George; so that the present road leading from Fort Edward to Lake George may, as nearly as may be, run through the center of said tract of six miles square." The other syndicates, headed by Hinman, Hawley,

Lacey, and Hoyt, were put off with the promise that they would be "considered as the first petitioners" when the government was ready to grant the land they sought.

The Lords of Trade in London passed the Prindle application on June 13, 1760, recommending to the Crown an exemption of quitrent for ten years. King George II gave his tacit approval but apparently side-stepped formal assent to avoid a precedent in the matter of quitrent exemption. In July, de Lancey died and was succeeded by Cadwallader Colden; in October, George II died and George III came to the throne; thereafter serious difficulties beset the application of Daniel Prindle and his associates. Colden had hardly settled himself in the governor's chair before he dispatched a letter to the Lords of Trade expressing some disapproval of the pending land grants. After a heated exchange of correspondence with the governor, the Lords of Trade complained to the King that Colden and his council proposed "making fresh grants and settlements more for the benefit of themselves and families than for the subjects in general."

On March 19, 1761, possibly as a result of this letter, Colden ordered the grant surveyed. This consumed all summer and fall and resulted in another land dispute, when Sir William Johnson became piqued because some members of the Provincial Government, who were also land speculators, balked his efforts to secure a patent to 40,000 acres in the Mohawk Valley, which had been deeded to him by the Indians. His reaction brought to a head the whole issue of the rights and interests of the Indians in the matter of land grants.

With all the authority of his royal appointment as Superintendent of Indian Affairs, Sir William declared that the proposal to parcel out territory on the west side of Lake George made the Mohawks "uneasy," as it took from them their hunting grounds. The upshot was intervention by the Lords of Trade with an order that no lands should be granted adjoining territory occupied by the Indians, claimed by them, or reserved for them.

However, on April 15, 1762, the council advised the governor that the Prindle patent should be granted, as conveying land formerly belonging to the Schaghticokes who had "renounced allegiance to his Majesty" in 1754 and had gone to Canada. The governor accepted the ruling and, on May 20, 1762, he formally issued the grant under the name of the Queensbury patent.

The patent encompassed 23,000 acres, nearly 36 square miles, and, despite the exemption from quitrents offered as an inducement by de Lancey, it did require the payment annually of the usual two shillings six pence quitrent for each 100 acres. It further called for the cultivation of three out of every fifty acres of arable land and the settling of one

family on each 1,000 acres within three years. Under its terms the cutting of pine trees "fit for masts" was forbidden, and all mines of gold and silver were reserved to the Crown. The Provincial Government made little effort to enforce these regulations. Though laws were passed for the collection of quitrents, they were not enforced at first, and later those due from Queensbury were remitted to compensate for losses suffered by the settlers during the Revolution.

In all, 112 men signed the several applications for the patent, but the ultimate grant was to 23 men, only four of whom had placed their signatures on the previous petitions. A proprietors' meeting disclosed that ownership had been transferred to 31 men, nearly all Quakers, of whom but four were of the original 23. Only a few of the 31 ever became actual settlers.

Local tradition has it that the entire deal was prearranged by wealthy Quakers in New York City, who were anxious to help members of the Society of Friends at Quaker Hill in the Dutchess County Oblong to found another Quaker colony on the upper Hudson. In any event, Quaker Hill is the mother community of Glens Falls, for Quaker Abraham Wing, the largest land holder under the Patent a month after its issuance, was the accepted leader at the new frontier colony, and the small band of settlers selected to move with him into the new lands were all his own relatives or dependents, residents of Quaker Hill or its vicinity.

Wing and Zaccheus Towner, surveyor for the patentees, made the first journey to the site in August 1762. To their surprise they found living here Jeffrey Cowper, a former sailor in the British Navy and a friend of Lord Amherst. Sharing Cowper's quarters in the old British military huts, Wing and Towner began to lay out the town plot from the Halfway Brook southward to the northern confines of the present city of Glens Falls. After a few months, they returned to Quaker Hill. In the spring of 1766 the first actual settlers — Abraham Wing; his son-in-law, Ichabod Merritt; his apprentice, Truelove Butler; Caleb Powel, Asaph and Banajah Putnam, and their families — arrived on the site after a hazardous journey from Quaker Hill over turnpike and military road by oxcart, horseback, and on foot.

Wing built his sawmill at the falls. One log house was erected in a little clearing on the hill above, and other homes were built on or just north of the road to Fort Edward, now Warren Street. No improvements were attempted in the town plot that had been laid out at Halfway Brook, principally because waterpower would draw a growing colony to the falls. It is also likely that Jeffrey Cowper was another reason for Wing's failure to settle on this site, as Cowper's patron, Amherst, held the highest office

in North America, and this, as Wing expressed it, made him "doubtful of trouble." Today, more than 175 years later, Halfway Brook is still outside the city.

For ten years the colony expanded slowly. In 1770 Wing erected a second sawmill on his riverbank property in partnership with Daniel Jones, a brother of David, the fiance of Jane McCrea, who was killed by Indians at Fort Edward. The brothers allied themselves with the Tory faction at the outbreak of the Revolution, and David was at Sandy Hill with Burgoyne when the golden-tressed scalp of his betrothed was exhibited in the English camp.

Because Wing provided mill facilities, the Queensbury patentees soon voted him their common water rights in Lot 29, which bordered on the river at the falls. Soon, settlers began to arrive in small groups. Daniel Parks took up residence across the river from Wing's mill and ran a ferry. Wing provided a community center by erecting a crude tavern where Warren Street now runs into Glen Street in the heart of the city. At this inn Benjamin Franklin and his party stopped in 1775 on their unsuccessful mission to enlist Canada on the side of the American rebels. In conversation Wing told Franklin that quitrents in Queensbury had never been collected.

It was not long until repercussions of the Revolution reached the settlement, which was located directly on the warpath to Fort George, Ticonderoga and Crown Point, forts that fell to the Americans in 1775. When Burgoyne overran the country, in 1777, his Tories and Indians forced some of the harassed settlers to flee and burned their homes. Three years later, in 1780, the British, under Sir Guy Carleton, completed the job, and the few remaining pioneers fled to Quaker Hill, leaving the homes and mills of the colony to become piles of ashes in blackened clearings.

Queensbury was resettled shortly after the Revolution. A contemporary record describes the colony at this time as "Limited to the hill which rises from the Falls, and in the year 1783 presented only a wheat field with a solitary smoke on its border, and two other dwellings in the vicinity of the forest." In 1788 Abraham Wing rebuilt his mills for the approximately twenty families in the settlement, and, with the help of Quaker pioneers, erected a log meetinghouse and a school on Bay Road beside the Halfway Brook. Later he rebuilt his tavern at or near the same crossroads where it had originally stood.

Known variously as Wing's Falls, Glenville, Wing's Corners, The Corners and Pearl Village, the name Glen's Falls was adopted in 1788 in tribute to Colonel John Glen, a resident of Schenectady; he had acquired land by patent on the south side of the river opposite Queensbury, and water rights at the falls by purchase from the Parks family. Glen built

a gristmill and a sawmill across from Wing, and lived in comparative elegance in a summer home on the hill above. The apostrophe was later removed from the name.

In the last busy years of the eighteenth century, frame houses began to replace log cabins, while stores and mills were multiplying. Lumbering took on the importance of a major industry, and in 1786 the sawmills of Fuller and Scribner were turning at Long Pond, now Glen Lake, a summer resort five miles north of the city.

Warren Ferris, in 1795, and Micajah Pettit, in 1802, added their sawmills to the group above the falls. The following year mills were operated on the outlet of Long Pond. Close to the turn of the century men were hewing away at the pine forest that stretched across the plateau and foothills, to supply logs for about twenty mills on nearby streams.

A log school was erected in 1795. In the following year, the settlers added a second house of worship, a Methodist Church, on Ridge Road. In 1803, 83 persons subscribed $947 to build a church "somewhere near the Four Corners." It was four years later, however, before an organization was perfected for the "Union Church of Pearl Village." The church, dedicated in December 1808, became known as "Old White;" it stood on what is now Warren Street, just east of Bank Square.

John A. Ferris, also a Quaker, assumed leadership of the colony upon the death of Abraham Wing in 1795. Ferris, who arrived in the settlement about 1794 with $500, probably more actual cash than any of his fellow pioneers possessed, bought land, built a shop, and plied his trade as a hatter. In 1798 he built a tavern and, in 1802, established an inn across the square from Wing's tavern. In 1804 a toll bridge replaced a little span which had been erected in 1795.

While the sawmills were busy, the wide-spread sandy plain was denuded of its tall trees, and the scrub pine that now fringes the city replaced the forest. Other industries, several of them fostered by lumbering, came into being. Sanford's ashery was operating in 1810, Forbes and Johnson's forge began to make plows in 1811, and Champlain started a tannery in 1820, the same year that Pownal Shaw began burning lime. Another new industry, Pease's distillery, is said to have done a flourishing business. In 1813, the *Warren Republican,* a weekly, the first Glens Falls newspaper, made its appearance.

When the State, in 1812, required that a public school be established "within walking distance of every home," commissioners divided Queensbury into districts, Glens Falls becoming District 2. There is no indication that District 2 immediately built the public school required by law. The War of 1812 was bringing the town's first depression, and money remained tight until 1821. Besides, there were three private schools. One of these,

the Academy, occupying a large frame building erected in 1813 on Ridge Street to replace one built in 1803 on Elm Street, was the property of John A. Ferris, who desired to keep it rented to persons "such as will totally abstain from the use of ardent spirits." The Academy, twice moved into new buildings, survived as a private school until 1937.

In 1820 the eastern section of the community, determined to form its own school district, built a one-room schoolhouse at the corner of the present Warren Street and Oakland Avenue. In 1823 the west end did likewise, establishing its tiny school at the intersection of what are now South and Broad Streets. In the same year District 2 built a brick school on Ridge Street.

As Glens Falls approached the 1830's an economic crisis threatened to make it a ghost town of the vanishing lumber trade. The local timber was gone; people were moving north and west to follow the receding forests. Business men and property owners decided that the usefulness of water-power and mills was passing. Then two things happened that dispelled these gloomy forebodings: the feeder canal from Glens Falls to Fort Edward, developed as a branch of the Champlain-Hudson Canal, was opened to navigation, and Abraham Wing III and his partners developed the system of driving loose logs down the Hudson from the Adirondack highlands to the sawmills at Glens Falls.

The canal supplied a transportation artery to metropolitan centers, and lumbering grew from a local industry into big business. The manufacture of lime also received a tremendous stimulus. Wagons loaded with hides from northern tanneries rolled up to warehouses that opened on Canal Street. Canal boating fast became an important business, with Glens Falls the distributing center for the southern Adirondacks. The old toll bridge was replaced by a free bridge.

On May 31, 1831, *The Messenger,* successor to *The Warren Republican,* boasted editorially that the community "contains a population of about 1,000 inhabitants and supports four lawyers, three physicians, and one minister." It portrayed the self-sufficiency of frontier towns by pointing out that in Glens Falls were "to be found the shops of two cabinet makers, two hatters, three wagonmakers, one chairmaker, four shoemakers, three saddle and harness makers, and four milliners." The paper might also have claimed a growing civic consciousness, for in 1835 a public meeting resolved that "the interest and safety of the village require that each householder procure one or more fire buckets."

On April 12, 1839, Glens Falls was incorporated as a village, with John A. Ferris as first president. One of the first moves of the new government was to appropriate money to dig two wells for better fire protection. One of these, located in the present Bank Square, was subsequently fitted with

a large red-handled pump on a raised platform six feet square. This became the town pump, which supplied most of the water for stores and homes in the business district of Main Street, now Glen Street, and provided a rostrum for political speakers during election campaigns.

As the 1840's clicked away, Glens Falls was known chiefly for its lumber and lime and as a transportation center. Teamsters and "canawlers" made the hotels and bars at the foot of the hill their stamping ground. Sawmills and lime kilns lined the river banks. The "wide open" suburbs of Big Bend, Feeder Dam, and Goodspeedville welcomed the log drivers, lumberjacks, and rivermen. Walter Geer, George Sanford, Albert Cheney, James Morgan, Keyes Cool, John Keenan, Halsey Wing, and others were among the leaders of industry.

The villages of Sandy Hill and Fort Edward soon linked their drives with those of Glens Falls, and the river above the falls was often filled with 13-foot logs. To imprison these logs the Hudson River Boom Association, in 1849, strung the Big Boom, a gigantic barricade of timbers, iron, and chains, across the river near the Big Bend. It is still used to catch the annual spring drive of 4-foot pulpwood logs, a mere shadow of the mighty log drives when the tireless saws droned night and day, turning out in the eight months of canal navigation upwards of 50,000,000 feet of lumber.

In the same period the lime companies of Keyes Cool, John Keenan, and Halsey Wing stepped up their output to a half million barrels annually. Their extensive quarry operations produced a lucrative by-product, black marble. The New York State block of black marble at the 160-foot landing of the Washington Monument, inscribed "New York-Excelsior," came from a Glens Falls limestone quarry. Until about 1848 black marble mantel pieces, then very fashionable, sold at fancy prices at the Glens Falls quarries. Hearths to match came from Swanton, Vermont. The importation of Italian marble, and a sudden change in fashions, eliminated this part of the industry, but quarrying continued for some years thereafter.

The village contained 2,500 inhabitants in 1855, and was growing more cosmopolitan with a variety of nationalities and creeds represented. Perhaps the most notable influx was that of the Irish and French-Canadians, who established churches in 1849 and 1853, respectively. Previously the Baptists, in 1834, and the Episcopalians, in 1840, had added their congregations to those of the Quakers from Dutchess County and the Methodists and Presbyterians from New England. In 1847 the first permanent fraternal organization, the Glens Falls Lodge of the Masonic Order, came into being.

Transportation facilities improved with the building of a plank toll road to Lake George in 1848, and with the opening of a railroad from

City and Village

THE HUDSON SUPPLIES LIGHT AND POWER FOR GLENS FALLS

Photo by John J. Vrooman

A BACKDROP OF WOODED HILLS AT LAKE GEORGE

SAIL BOAT HAVEN, LAKE GEORGE

LAKE GEORGE'S SHOPPING DISTRICT

CITY PARK, GLENS FALLS

SHOPPING DISTRICT, GLENS FALLS

POTTERSVILLE, ADIRONDACK SUMMER RESORT

Saratoga to Whitehall in 1849. A stagecoach line thereafter operated to the railroad station at Moreau. Until this advance the village was dependent on tallyho service to Albany and Troy.

"The Great Fire" at Glens Falls broke out on May 31, 1864. Defiance Engine Company No. 1, with its new $1,350 pumper, and Cataract Engine Company No. 2, with the old Defiance machine, purchased in 1842, even with the aid of five companies from Sandy Hill and Fort Edward, were unable to cope with the "sea of livid flames." The entire business section was swept away, and with it "the wealth and accumulation of years." Merchants, however, resumed business in shanties, sheds, and dwelling houses. A subsequent building boom was responsible for most of the present business structures.

In 1867, in order to provide adequate railroad facilities, a group of industrial leaders, including John Keenan, Augustus Sherman, Jerome Lapham, and J. W. Finch, secured legislation authorizing the Town of Queensbury to bond itself for $100,000 to build a branch line from Glens Falls to the main line of the Delaware & Hudson at Fort Edward. Opened to traffic on July 4, 1869, the railroad ran "eleven round trips," with free transportation for all.

During this decade was recorded the birth of two of the city's prominent sons. John A. Dix (1860-1928), Governor of New York State, 1911-1913, was born on Canal Street.

Charles Evans Hughes, the most distinguished native son of Glen Falls, was born on April 11, 1862, at the Baptist parsonage on Maple Street, son of a minister who came to America from South Wales in 1855. The former Chief Justice of the United States Supreme Court moved from Glens Falls with his family in his youth.

In 1873 the village completed the first part of the elaborate gravity system which today supplies water from mountain streams. Firemen, unacquainted with the violence of high water pressure, convinced skeptics of the success of the new water works by blowing out the front of a store in their efforts to extinguish a small blaze. After more than a century without a police department, the village, in 1874, provided for a uniformed force of four men. Among the duties of these patrolmen was the enforcement of traffic rules that prohibited "racing or immoderately riding or driving any horse or other animal in any of the streets," and provided a fine of $1 to $25 for leaving "any team or horse in any of the streets of the village, untied or unattended."

In 1876 began the business of shirt making, which has given the city a high ratio of women in industry. On June 21, 1879, Addison B. Colvin issued the first daily newspaper, the *Glens Falls Times*. Mr. Colvin pur-

chased the *Weekly Messenger* shortly after the advent of a second daily newspaper, the *Morning Star,* on April 2, 1883.

The year 1881 marked an important step in the progress of education. School districts 2, 8, 19, and 20 consolidated to form Union Free School District No. 1, and the village named its first board of education. District 18 voted the program down, and remains separate to this day. Dr. Sherman Williams, superintendent of schools of the Union district, soon began agitation for an adequate school. Land was purchased, and, in 1884, a building capable of housing 500 pupils was built on the site of the present high school. In 1892 Henry Crandall, lumber baron and philanthropist, presented the village with space and books for a permanent public library.

These evidences of social progress were but the reflection of the growth and development of wealth and stability. The village had expanded from a population of 1,270 in 1839 to approximately 9,500 in 1890. In the same period it reached its industrial peak. Nine giant lumber and lime companies had replaced the numerous little independent mills of early days.

The Glens Falls Paper Mill Company, enlarged in 1884 to produce 10 tons of paper a day, had by 1899 become a $2,500,000 property of the International Paper Company, producing 275 tons daily. Shirtmaking had grown in 20 years to a business employing upwards of 1,000 persons, mostly women. L. F. Hyde, in his *History of Glens Falls,* asserts that "more homes were built in the ten years following the start of the shirt factories than in the twenty-five years previous."

In 1893 the Glens Falls Portland Cement Company, one of the important industries of today, began operations, and in 1901 the Imperial Paper and Color Corporation commenced the manufacture of wall paper. By 1900 canal shipping was earning annual profits of $240,000 and employing 350 persons.

The Glens Falls, Sandy Hill, and Fort Edward Street Railroad Company opened an interurban horse car line in 1885, which was supplanted by a trolley line in 1891. Meanwhile a small steam plant began to supply electricity for street lights in 1887, and in 1903 the Spier Falls hydroelectric plant started operating. Many of the smaller industries, including gristmills, cotton factories, and furniture shops, failed to meet the competition of mass production by great corporations.

It was an era of transition, of progress that involved painful readjustments. The shortage of timber, made suddenly acute by the enforcement of conservation measures, caused a rapid decline in the supply of logs. Finch Pruyn and Company, a merger of four independent companies, incorporated in 1904, turned from lumber to the manufacture of paper.

On its extensive lands in Warren County, and elsewhere in the Adirondacks, it now grows much of the pulpwood used in its mill at Glens Falls. Lime production began to decline because of its dependence on sawmills for fuel, and its replacement in construction by cement. Thus the twin industries that had brought money and people to this region were rapidly waning, and with them went the importance of the canal already suffering from competition with its younger and more vigorous rival, the railroad.

Through all these changes, despite heavy losses, there was a net gain in the number and prosperity of the people. After a vigorous campaign by *The Morning Post*, a new daily paper, the New York State Legislature, in 1908, passed a bill to incorporate Glens Falls as a city, which was signed by Governor Charles Evans Hughes.

At the time of the city's incorporation, Glens Falls' population was nearly 15,000. In the business district new buildings were erected — the Y.M.C.A., a gift of Jonas Ordway; the City Hall; the Empire Theater, which occupies the site of the old stage barns; and the home office building of the Glens Falls Insurance Company.

The two most important industries founded at Glens Falls in the past three decades are devoted to the manufacture of pigment colors, and silk gloves and cloth.

The economic structure of the city received a severe blow when, in 1921, after a series of labor troubles, the International Paper Company shut down its mill at South Glens Falls. Other industries absorbed most of these workers. The amount of wages paid in 1940 was practically the same as in the peak year of 1927.

The growth of the southern Adirondacks as a winter and summer recreation area has increased the importance of the city as a trade center.

POINTS OF INTEREST

1. COOPER'S CAVE AND THE FALLS, beneath the concrete viaduct over the Hudson, are reached, except when the river is at flood level, by an all concrete spiral stairway.

On an island of rock at the foot of the falls, with a 60-foot watery avalanche pounding on either hand, is the cave, an arched stone cavern, its floor barely above low water. It has become widely known as the scene of one of the most thrilling episodes in James Fenimore Cooper's *Last of the Mohicans*. A biographer of Cooper, Henry Walcott Boynton, says the famous novelist actually received his inspiration to write the book during a visit to the cave with some friends in the summer of 1825. One member of this party, who later became Lord Derby, Prime Minister of England, remarked that here was "the very scene for a romance." Cooper's response was that he would provide one.

2. FINCH PRUYN & COMPANY, Inc., 1-27 Glen Street (*open 9-12 a.m., 1-4 p.m., Mon.-Fri., tours, guides*), was formed in 1904 by the consolidation of four associated companies whose histories date back to about 1836. The long, red brick paper mill is situated on a narrow strip of land containing about 90 acres, bounded on the north by the Feeder Canal, on the south by the river. A colonial-style office is built of limestone from the company's quarries.

In the yard of the plant is a huge pile of pulpwood, 4-foot logs from the company's 23,000 acres of woodlands in the Adirondacks. In the mill this wood is beaten to a liquid pulp by the use of steam and huge stone grinders. It is then pumped to sloshing vats where sulphite pulp and various chemicals are added to the seething mass. From the vats the yellow-white liquid passes to the paper machines, giant monsters of mats, wires, belts, wheels, and huge hot metal rollers that extract the water and transform the crushed wood fibers into white paper.

3. ST. MARY'S ACADEMY, northwest corner of Warren and Church Streets, is a modern school building of variegated sandstone, designed by Ralph Adams Cram. The Great Hall is a reproduction of Westminster Hall. The first stone for the foundation, laid June 29, 1930, the date of the canonization of St. Isaac Jogues, came from Auriesville, in the Mohawk Valley, where St. Jogues, French missionary priest, was killed by Indians. The cornerstone was laid on October 5, 1930, and the Academy opened January 29, 1932, the year of the school's Golden Jubilee.

4. QUEENSBURY HOTEL, 50 Maple Street, is a community-owned hostelry, Colonial in architecture and interior decorations. In the main lobby hangs *Cooper's Cave,* a painting by Griffith Baily Coole.

5. CRANDALL CITY PARK, east side of Monument Square, was given to the city by Henry Crandall. Close to the business district, its four-acre expanse is laid out in well-kept lawns, with shrubs and trees, criss-crossed by bench-lined shady walks.

6. The CRANDALL LIBRARY, in Crandall Park, was built mainly with funds bequeathed by Mr. Crandall. It is of red brick with marble architrave along the second story and at the windows. Georgian in style, it was designed by Charles A. Platt of New York. The building was opened September 23, 1931.

7. The CIVIL WAR SOLDIER'S MONUMENT, on the north side of Monument Square, is a tapering shaft of sandstone surmounted by an eagle with wings out-spread. Work was commenced in 1867, and the dedication took place on May 30, 1872.

8. The GLENS FALLS INSURANCE COMPANY BUILDING, 191 Glen Street, at the intersection of Maple, Bay and Glen Streets, is a five-story structure of white marble and buff brick, with four simple Doric

columns rising three stories above the entrance. The original building of 16,000 square feet was built in 1912. An addition of 30,000 square feet, identical in style, was erected in 1928.

9. The FIRST PRESBYTERIAN CHURCH, 240 Glen Street, opened its present building on July 10, 1927. The Glen Street facade, 44 feet from the street, its stone walls of Weymouth granite, rises with double turrets to a height of 78 feet; the graceful, slender spire, 140 feet from the front of the building, towers 148 feet from the ground level. Ralph Adams Cram was the architect for the group of buildings extending to a depth of 200 feet, including the church school building at the rear of the transept.

10. RECREATION FIELD, extending several blocks along the west side of Glen Street, is another donation of Henry Crandall. His remains and those of his wife are entombed in the base of a 50-foot monument in Crandall Park at the south end of the field. Among the facilities of the field are a quarter-mile track, four tennis courts, two baseball diamonds, a football field, an archery range, a 250-foot toboggan slide, a large skating pond, and a lighted hockey rink.

At the northern edge is the Glens Falls' World War Memorial. Its life-size bronze figures of Victory and Peace were executed by Bruce Wilder Saville. The Glens Falls American Legion Post raised funds for its erection by popular subscription. At the dedication on May 30, 1927, the principal speaker was Merch B. Stewart, a native of Glens Falls, who was then Superintendent of the United States Military Academy at West Point.

Lake George

Railroad Station: Delaware and Hudson Station, Beach Road, for Delaware and Hudson R. R.

Bus Stations: Canada and Montcalm Sts. for Adirondack Transit Lines; 150 Canada St. for Champlain Coach Lines.

Taxis: 50c per person.

Accommodations: 10 hotels; tourist homes, cabins.

Information Service: Chamber of Commerce, 156 Canada Street.

Theaters and Motion Picture Houses: 1 motion picture house; 1 outdoor theater.

Golf: Lake George Country Club, 9 holes, $1.50.

Baseball and Tennis: Lake George High School Grounds, Canada Street.

Swimming: Shepard Memorial Park, Battleground Park.

Riding: 2 riding academies.

Hiking: Organized trips up Prospect Mountain.

Camping: Battleground Public Campsite, US 9; Hearthstone Public Campsite, State 9N.

Boating: Public Dock; steamer (300 passengers) through lake daily (June 15-Sept. 15), $1.50 one way, $2.00 round trip, $3.00 car; passenger yachts, speed boats, canoes.

Annual Events: Golf Tournaments, Lake George Country Club, August; Sailboat Races, Lake George Country Club, August; Shuffleboard Tournament, September; Horse Racing on Ice, each Sunday, February; Winter Carnival, February; Ski Tournaments, February-March.

LAKE GEORGE, (331 alt., 803 pop.), the County seat, is a summer and winter sports and trading center at the southern tip of Lake George. The village occupies a slope rising gently westward for half a mile to the abrupt ascent of Prospect Mountain (elev. 2,021) which rises from the western edge of the residential section. A park that extends from Main Street to the lakeshore has an open-air theater, quoits and shuffleboard games, and a public beach with bathing facilities.

As a railroad terminal Lake George receives many summer travelers who continue their journey by bus, motor boat, or steamer, while in winter snow trains unload gaily clad crowds with skis and skates. As summer draws towards its close there is the usual Labor Day exodus, but not a few linger to enjoy the late summer sunshine or make week-end trips while autumn brightens the landscape.

In 1934 the winter sports program was inaugurated; ski trails were cut on Prospect and Cobble Mountains, a tow was put in operation, and the road to the top of the ski runs was improved. Skating rinks, a toboggan, and special winter accommodations were provided. Since then there have been added winter carnivals, ski tournaments, and harness racing on the ice of the lake. Aside from spaces cleared of snow for skating and hockey, the ice on the lake is sometimes favorable not only for ice boating but also for long skating trips.

From the village Lake George extends northward for 32 miles, its blue-green waters studded with wooded islands and over-shadowed by towering, pine-clad peaks and ridges. All along the lake, cottage colonies, spacious mansions, and bulky frame hotels, surrounded by bungalows, cling to jutting points, stand out boldly in clearings, or hide in the forest.

The west shore of the lake at Lake George Village, and for a dozen miles northward, has gently rolling hills and is easily accessible from the highway, State 9N. Here are resort villages, a State Park campsite, golf links, and many miles of bridlepaths. By contrast the houses and settlements along much of the lake's eastern shore are so closely crowded by mountain ramparts that they can be approached only by water. Rocky cliffs rise so steeply on both sides of The Narrows, beginning twelve miles above Lake George village and extending for six miles, as to leave hardly space to pitch a tent. However, there are numerous State-owned islands, many of them popular sites for camping and picnicking.

The Lake George region has a romantic history. Adjacent to the village is Battleground Park, with Fort George, Saint Isaac Jogues Memorial, and the Lake George Battle Monument. Nearby is the knoll that was once the site of Fort William Henry. At the far end of the lake is Rogers Rock, behind which was fought the Battle on Snowshoes, and Rogers Slide, the scene of Major Rogers' fabled leap to elude his pursuers.

All along the intervening thirty-two miles are scores of islands, points and bays with names reminiscent of skirmishes, massacres, prison camps, military hospitals, encampments, or fortifications. They hark back to the days when Indians, French, British, and Colonial warriors struggled for mastery and the possession of not merely this territory, but the North American continent — an empire even greater than they realized at that time.

In 1759, soon after the fall of Quebec heralded peace on the northern frontier, pioneers arrived to take up lands about the head of Lake George. They had progressed little beyond log cabins and small farms in stump-filled clearings when the raiding Indians of Burgoyne forced them to flee. In 1787, however, settlement was resumed as James Caldwell, at this time patentee to many acres, sold or rented land to settlers.

Like a feudal lord of the manor Caldwell built a gristmill and iron forge to serve settlers on his properties. By reason of its location at the head of the lake, the little village quickly developed into a trading center for the county and a shipping point for logs to Ticonderoga. But in 1832 much of this business began to disappear when the Glens Falls Feeder Canal was opened, diverting the lucrative log shipping trade from Lake George to the shorter and quicker inland waterway that gave access to the Hudson River as well as to Lake Champlain.

Meanwhile the fame of the lake's beauty had spread abroad, and visitors, despite the meager conveniences of stagecoach and tavern, began to arrive in larger numbers. As early as 1800 the famous old Lake House stood on the present site of Shepard Memorial Park. In 1817 the first steamer, the *Caldwell,* went into service to connect the village with the hotels and growing communities along the lake shores. An early historian says of these times that the natives lived largely on "fish and strangers."

That there was once a prominent resident of Caldwell who did not take kindly to strangers is indicated by the historian Max Reid. He quotes a vacation tourist in 1851 who refers to an old pioneer as "an accentric gentleman who owned the whole region, built a hotel on the wrong spot, determined no one else should build there or anywhere, and ardently desired that no more people settle in the neighborhood." The same traveler pointed out the lack of luxurious accommodations at Lake George in those days of stagecoaches, mud, and corduroy roads. In his opinion its charm was "the beauty of a country cousin, a diamond in the rough, when compared with the absolute elegance and fascination of Como," in Italy.

But the 1880's brought the railroad and with it a greater number of summer visitors, including many people of prominence. In this decade and the next, hotel development reached its peak; the Lake House, the old Fort William Henry with its ample piazzas, the Fort George and the Crosbyside, around the head of the lake, offered accommodations to an even larger number of guests than do the hotels of today, when so many visitors stay at tourist homes, cottages, cabins and camps.

Around these spacious hostelries revolved the social life of the summer colony. President U. S. Grant frequently lent his presence to functions at the Fort William Henry, while General Sherman told Civil War stories to children at the Lake House. The large, rambling buildings with their rococo elegance were little more than great wooden boxes compared with modern hotels. Lake transportation was correspondingly crude. An old resident, Robert E. Henry, recollects that the ferry between the village and nearby hotels along the lakeshore was a rowboat seating eight to ten passengers. Lake George itself he describes as a quiet and pretty village with a wide dirt roadway bordered by tall and beautiful trees.

With the turn of the century came a trend toward the present expanded resort life. Wealthy families, including the Haydens, the Cramers, the Tuttles, the Prices developed impressive estates along the shores of the lake. More people of moderate means built less pretentious summer cottages. Stores and specialty shops were opened in the village to serve these warm weather residents and the vacationists who came in increasing numbers as the motor car supplemented railroad travel. Social life turned from hotel to camp, cottage and estate.

The village and State began to establish facilities for those tourists who remained but one day or a week-end. The site of the Lake House became a park, a cool spot on the paved main street of the busy resort community. Diving piers and beaches were developed and sleek speed boats, cabin cruisers, and yachts replaced the old rowboat ferry.

The State opened Lake George Battleground Park to preserve Fort George and other historic remains, and to provide grounds for tourist picnic parties. Later the adjacent Battleground Public Campsite added its facilities, improved from year to year. Soon the long, curving beach in front of the Park and campsite became the most frequented stretch of sand on the lake.

POINTS OF INTEREST

1. SHEPARD MEMORIAL PARK, Canada Street, an elm-shaded greensward sloping down to the lake in the midst of the business district, is the scene of much summer and winter recreational activity. At the small outdoor theater there are concerts and vaudeville. Shuffle-board and quoit games are provided, and the sand beach at the foot of the park, with its swimming dock and diving boards, is popular. In the winter the lake opposite the park is a center for varied sports. On a kite shaped track laid out on the ice, horse races are run as at a county fair. Fishing through the ice, skating, ice boating, ski-joring, and hockey attract crowds of participants and spectators.

2. LAKE GEORGE BATTLEGROUND PARK on the Beach Road beyond the Delaware and Hudson Railroad Station, a short walk east of US 9, is a 35-acre historic site reserved by the State for public use. Its free bathing beach is much frequented and there are fire-places and tables for picnics, running water, rest rooms, and a large rustic pavilion for shelter which is sometimes used for public gatherings. LAKE GEORGE BATTLE MONUMENT with its life-size bronze statues of Sir William Johnson and his friend, the aged Mohawk Chief, King Hendrick, stands on a knoll near the entrance. Hendrick, beloved alike by his own people and the English to whom he was a faithful friend and wise counselor, lost his life in this battle in 1755 in an ambush nearby. Johnson also was wounded, but the French and their Indian allies were finally repulsed.

The RUINS OF FORT GEORGE, a mound 15 to 20 feet high and 100 feet long, grassgrown except where the east and south walls have been partially restored, lie hidden among trees in the center of the park. This fort was begun in 1759 by Lord Jeffrey Amherst, Commander of the British forces, but never completed. It was seized by the American forces in 1775 soon after they took Ticonderoga and other forts. Abandoned to Burgoyne in 1777 it was again occupied by Patriot soldiers after the Battle of Saratoga, but in 1780 Major Carleton surprised and captured it while raiding in this region. Markers at trenches, hospital sites, and burying grounds commemorate the stirring events that took place in this battle area.

The SAINT ISAAC JOGUES MEMORIAL, a heroic bronze statue near the Battle Monument, was erected by the State of New York to honor the first white man known to have seen and traversed this lake. He called it Lake St. Sacrament, a name it bore till more than a century later, when General Johnson, encamped here in 1755 just before his victorious battle with the French, renamed it Lake George for the king who later rewarded him with a title of nobility. Father Jogues, a Jesuit priest, the first Catholic missionary to the Mohawks, suffered torture as a captive in 1642, martyrdom in 1646. He was canonized by an act of Pope Pius XI in 1930, one of the first eight American Saints.

3. LAKE GEORGE BATTLEGROUND CAMPSITE, a free state camping ground with accommodations for 100 camping parties, is shaded by a grove of white pines. Adjoining Battleground Park, it is at Canada Street near the crest of the grade on US 9, at the southern entrance to the village. It was the scene of fierce engagements during the French and Indian War.

4. On the SITE OF FORT WILLIAM HENRY, at 2 Canada Street, is the Fort William Henry Hotel, a three-story, red-roofed, stucco building overlooking the lake. The walls and ramparts of the old fort can still be traced across the spacious grounds of the hotel. General William Johnson who built the fort in the summer of 1755 named it for the two grandsons of George II. He defended it successfully against a French attack on September 7th. The French also failed to dislodge its defenders with a force that swept up the lake over the ice in March 1757. That summer Montcalm's capture of the fort after stiff resistance was followed by a massacre of disarmed prisoners when the French general was unable to control his provincial troops and Indian allies.

5. PROSPECT MOUNTAIN (2,021 alt.), topped by a fire warden's steel observation tower, the starting point of three of Lake George's six ski runs, is reached by a marked hiking trail that begins at the west end of Montcalm Street. On a clear day the spires of Albany, more than 50

miles distant, may be seen. Two lean-to shelters at the summit are available for picnics or overnight camping. A dirt road, open in winter, leaves US 9 (L) just north of the village, and reaches the summit by a circuitous route.

From the tower, PROSPECT-COBBLE SKI TRAIL descends east, length two miles, vertical descent 1,800 feet; SKY WAY descends south, 3 miles, 1,400 feet; PROSPECT descends north, two and one-half miles, 1,300 feet. Two more ski trails go west on Mohican Street to the Will Wood Farm clearing, start of the WILL WOOD SKI TRAIL, one and one-half miles, 1,000 feet (intermediate). Half a mile above is the start of the INDIAN SKI TRAIL, 2 miles, 1,250 feet. Here, besides skiing, there is fast bob-sledding and a 2,400-foot ski tow makes access to the head of the trails easy. The STILL POND TRAIL runs three and one-half miles cross-country from the Luzerne Road to Lake George Village.

The Lake Towns

Queensbury, Caldwell, Bolton, Hague, Horicon, Chester

Warren County is divided into eleven towns with one city and one incorporated village. These two corporations, Glens Falls and Lake George, have already been described. The towns may be grouped geographically in that some of them have certain features and interests in common. The six towns that border Lake George and Schroon Lake, have highly developed summer resort areas, while the other five towns, all of which have the Hudson River for a boundary, occupy the more rugged region in the western part of the County and feature dude ranches, farm tourist homes, camps, and hunting and fishing. In both districts there are elaborate winter sports programs.

Into the lake group fall six towns of which four, Queensbury, Caldwell, Bolton, and Hague, take in most of Lake George and its islands. They extend from Washington County and the Hudson River where it forms the Saratoga County boundary on the southwest, to Ticonderoga in Essex County on the northwest. Between Hague and the upper Hudson River along the Warren-Essex County line are Horicon and Chester with nearly half of Schroon Lake and the Schroon River separating them. Horicon has Brant Lake, Chester has Loon and Friends Lakes, and both have numerous smaller mountain ponds and lakes.

Of the five mountain towns bordering the Hudson River, Luzerne, wrapped in the bend of the Hudson as it swings east to Glens Falls, juts far south to cut a deep notch in Saratoga County. Warrensburg which also lies on the east bank, just above it, is cut in half by the Schroon River as it turns west to unite with the Hudson. Directly across the Hudson lie Stony Creek and Thurman with Johnsburg adjoining upstream. These three towns occupy the mountainous region west of the Hudson between Saratoga and Essex Counties.

Although many small farms make checkerboards of the valleys as seen from the surrounding heights, agriculture has declined and few of the present generation now depend for a living wholly on the lands that supported their fathers and grandfathers. Today the chief source of income in most of the County is provided by tourist trade.

The growth and development of each town is a story almost uniform in its pattern. Soon after the American Revolution had disposed of the terrors of hostile incursions by soldiers, Tory or Patriot bands, and Indian war parties, and had cleared the controversial land titles, enterprising pioneers pushed their way into the virgin forests to hew out homes for

themselves. Queensbury and Caldwell, as has been noted, did have settlers a little earlier, but the scourge of war during the American Revolution killed or drove away the first hardy frontiersmen, though many returned.

From the ranks of the pioneers rose such leaders as Abraham Wing in Queensbury, James Caldwell of Lake George, and John Thurman, developer of the northern and western parts of the county. It was they who built the earliest gristmills; their initiative launched the vast lumber trade, and led the way in developing tanneries, potash factories, and distilleries, and providing taverns. Cut over twice or thrice, the forest gradually disappeared, but meanwhile communities boomed with easily acquired wealth, and farmers moved into the clearings to begin the short-lived agricultural era.

In 1885 the State stepped in with conservation laws to stop wanton timber cutting. The forests, however, had made their contribution to the colonizing of the frontier. Wealth flowing from forest products had built towns and villages, highways and bridges, and railroads, and with the influx of tourists, better hotels and accommodations had been provided. Thousands of summer visitors were even then furnishing the towns with an industry to replace lumbering. It remained only for the automobile, modern highways, facilities for entertaining and accommodating visitors, and the introduction of winter sports to complete the present-day economic picture.

QUEENSBURY, most southerly of the lake towns, extends from the summer resort bays and points east of Lake George Village to the Hudson River at Glens Falls. The region of the city and its suburbs is a sand plain, reforested in part with pines by County and city, beyond which the terrain becomes gently rolling farmland, changing to mountain heights in the north and west.

First to be settled, Queensbury, with its 4,199 inhabitants, has almost double the population of any other town in the county, but about half of these are suburbanites who work in Glens Falls and other nearby industrial centers. The rest are farmers, and folk who depend for their living on the summer resorts of Cleverdale, Assembly Point, Kattskill Bay, Glen Lake, Round Pond, and Lake Sunnyside.

North and south through the center of Queensbury runs route US 9, the most important highway in the Adirondacks. Its evolution from a wilderness path to a busy avenue of approach to a great resort area typifies the growth and development of the town. In less than two centuries the route, at first a military road hastily cut through virgin forest, became, in time, a turnpike, a plank road, and finally a modern concrete highway. During those years the town progressed from a primitive lumbering and agricultural region to a highly organized urban industrial and recreation

area. But agriculture is still important, for Queensbury has prosperous dairy farms and truck gardens.

It was in 1755, the first year of the French and Indian War, that Major General William Johnson, His Majesty's Commissioner of Indian Affairs in command of an army of several thousand Colonial troops, hewed in three days the military road from Fort Edward to the head of Lake George. Tree stumps protruded, gullies crossed it, and bridges were merely rough logs laid side by side. Every heavy rainfall washed it out, a few seasons of neglect and it disappeared. But for four years it was traversed by marching troops and wagon trains, and was the scene of Indian attacks and massacres; for it was the most vulnerable stretch along the "Pathway of Empire" between Albany and Montreal.

The war over, Abraham Wing came to Queensbury with his pioneer settlers, hardy families in homespun, toiling along with heavily laden oxcarts, the women and children riding, the men and older boys walking ahead, and perhaps driving a cow, a horse, or a few sheep. Soon little clearings along the military trail became the sites of homes and farms wrested from the forest with almost incredible toil. Tiny communities took form at the southern and northern extremities of the road, present-day Glens Falls and Lake George Village.

They were not lasting settlements. By 1776 the military road was once again a scene of carnage, with ruined crops and burned homes telling their story of another war, the American Revolution. Sadly those pioneers who escaped with their lives fled to places of safety, some to their old homes in southern New York, or New England, their dreams of life on a new frontier gone up in smoke.

The Revolution won, homeseekers, some of them the former settlers, began to travel the military road into the town in ever increasing numbers. On March 7, 1788, Queensbury was erected as one of the original towns of the State by an act of the legislature. It then embraced more territory than the present Warren County. Luzerne and the original town of Thurman were set off from the town in 1792 and a part of Caldwell in 1810. In 1802 a one-mile strip was taken from Luzerne and reannexed to Queensbury.

A little later, stage coaches were rumbling over the old Military Road as the town took on an industrial aspect with tanneries, potash plants, and more and more sawmills. By the middle 1830's a newly built branch of the Champlain Canal was winning commercial supremacy for Glens Falls. Lumber was no longer hauled down the turnpike but logs were floated down the Hudson to make Glens Falls the sawing and shipping center, while the rest of the town gradually turned away from lumbering to develop farms, resorts, and suburbs for the rapidly growing city.

So complete has been this change that hardly a trace remains of the old days. A war monument, the ruins of an old fort, markers on the sites of bloody engagements, recall early military history, but there are few visible links to connect the present with the past social and industrial life. Through the years the one constant thing has been change. Each era has merged rapidly into the next and the returning forest tends to obliterate all trace of earlier generations. So swiftly has Queensbury become modern that it is easy to forget its historic past.

CALDWELL, north of Queensbury, is a long narrow rectangle that extends around the head of Lake George, north along its west shore to Bolton and westward to the Schroon River, near Warrensburg. Its whole area is mountainous with only narrow strips of level land along the lakeshore and in the deep valleys that extend northwest across the mountains from Lake George to Warrensburg, southwest between lofty ranges to Lake Luzerne, and south along the old Military Road to the plains of Queensbury. On these upland terraces and in hollows along the mountain streams live most of the town's 1,467 inhabitants.

The highest elevations, Prospect Mountain (2,021 alt.) and Rattlesnake Cobble (1,213 alt.), rise from the western edge of Lake George Village and provide the slopes for the village's ski trail system. Indeed the general ruggedness of the town and the beauty of its woods and waters have dictated its main industry, providing for summer and winter tourists and visitors. A little farming still survives on the back roads among the hills, but, important as it is for a few hardy, independent souls, it is a small item in the economic life of the community.

On the soil of Caldwell, history was made during the French and Indian War and the Revolution. The first settlement, begun in the clearings around Fort William Henry and Fort George about 1766, was wiped out during the Revolution and rebuilt only after the fall of Yorktown had given assurance that the British Colonies were to become an independent American nation.

The war had placed a grievous burden of taxation upon the colonists who had also sent a large proportion of their men of military age to join the armed forces. But nowhere else was there such suffering as on the frontier. Even before Burgoyne's army with its fringe of marauding Indians approached in 1777, the Patriot army had adopted "scorched earth" tactics. Thus they had confiscated or destroyed everything that might possibly be of use to the British along the path of their advance.

However, at least some of the pioneers at Caldwell and along the Military Road that led through Wing's Corners (now Glens Falls) to Fort Edward held on until 1780. That was known as "the year of the burning" when Major Carleton and his band of Tories and Indians left behind

them not a single living settler nor anything that they could burn, destroy, or carry away. Those who escaped with their lives were fortunate; yet within a few years some of them returned to their ruined homes in the abandoned clearings.

Pioneers again began to push their way into these undeveloped lands at the head of Lake George when, in 1787, James Caldwell, an Albany merchant with a grant of broad acres, led a band of settlers there. Among the settlers were Jehoiachim Staats, Daniel Shaw and Eli Pettis, who, with others, under Caldwell's leadership, established lumbering, tanning, and farming as early industries.

By 1810 Caldwell's patent had acquired sufficient people and property for its inhabitants to seek incorporation as a town. This was accomplished the same year by taking portions of land from Queensbury, Bolton, and Thurman, and naming the new town for its most important citizen.

At an early date the little community of Caldwell, now Lake George Village, began to assume commercial importance because of the shipping facilities for logs afforded by its location at the head of the lake. Huge rafts were floated from this lake port to Ticonderoga at the other end of Lake George, thirty-two miles away. These were made in square sections by fastening the logs in layers at right angles to each other, often fifteen logs deep, so that the top was lifted above the surface of the water by the buoyancy of the logs below. Many sections were bound into a single raft, and the crews rigged sails to help propel the unwieldy mass which had to be steered through deep channels as they threaded their way among the islands of The Narrows.

At Ticonderoga the sawmills along the short outlet between Lake George and Lake Champlain, where there was ample water power, converted the logs into lumber for shipment by barge down Lake Champlain and the Richelieu to Canadian ports on the St. Lawrence. In 1832, however, the Feeder Branch of the Champlain-Hudson canal was opened to Glens Falls, and thereafter the shipping business began to go to that rapidly growing village. Another blow came about 1860 when logging and sawmill operation practically ceased with the clearing of the adjacent forests.

Rather slowly but surely, the town, which from earliest times had welcomed summer "strangers," began to realize that these vistors offered the one remaining opportunity to recoup its losses in revenue from logs and shipping. Plank roads had improved transportation, and gaudier stagecoaches with six to eight lively steeds trundled hundreds of summer visitors in the 1870's from a new railroad station at Fort Edward to the sedate and very fashionable hotels. Their numbers increased as the railroad, in 1882, extended tracks to Caldwell.

Shortly after 1900 came macadam roads. Toll gates and stagecoaches began to disappear, and with them the old taverns where passengers ate good food or relieved dusty throats with a cup of good cheer. A new crop of summer visitors, all decked out in dusters, veils, caps, and goggles, began to appear in the latest transportation device, the automobile. With these newcomers the resort development entered its present phase.

In the past twenty years the tempo of life has rapidly accelerated. Thousands of people travel to and through Caldwell each year. Filling stations and modern roadhouses have arrived in place of the toll gates and stagecoach taverns. Summer camps, tourist homes, cabin colonies, and dude ranches have gone far toward replacing the more sedentary life of the hotels. At the same time the attractiveness of spring and autumn motor trips, and the arrival of winter sports has tended to give Caldwell a year-round resort season.

The six ski trails in Caldwell are listed among the Lake George points of interest. Two miles north of the village on State 9N is the Wikiosco Barn Theater where the Colony Opera Guild presents light operas during the summer.

BOLTON, north of Caldwell and south of Hague, is the center of the three towns that border on the scenic west short of Lake George. Except for a narrow intervale along the lakeshore the town is mountainous, timbered, and wild, a natural vacationland. The only sizable village is Bolton Landing on State 9N, close to the shore of the lake.

Adjacent to Bolton Landing is the region of fine estates known as "Millionaires Row." Nearly 800 feet above the community of Bolton nestles Trout Lake on Cat Mountain (1,954 alt.), a resort of summer camps. On the northeastern edge of the town Tongue Mountain projects far into Lake George to enclose Northwest Bay and form The Narrows. Roads from Bolton Landing lead over the mountains to the Schroon River which divides Bolton from Warrensburg.

Aside from travelers passing in canoes on Lake George, the first white visitors to the town were detachments of French and English soldiers who marched through the region with their native allies during the French and Indian War. It was 1790, and the Revolution was over, before the scarcity of land in Massachusetts sent New Englanders seeking new opportunities on this primitive frontier. They found the hills of Bolton covered deep with a magnificent pine forest, and, braving the danger of wolves, bears, panthers, and rattlesnakes, they brought a new civilization to a country where the only traces of earlier human habitation were Indian trails, a few Mohican utensils and weapons, and the encampments of transient hunters and warriors.

But the energetic pioneers soon did away with the beasts and reptiles by felling the forest giants whose trunks became log rafts to feed the hungry sawmills. By 1799 Bolton was of sufficient importance to be recognized as a separate community, and on March 25 the town was carved from the older town of Thurman. A section of the new town of Bolton was lopped off in 1807 to form the town of Hague, and in 1810 and 1838 slices of Bolton became parts of Caldwell and Horicon.

As early as 1800 Bolton was hospitable to visitors. A history of the town says that while "there was not any regular tavern . . . at every house the doors were open to guests, and liquor was dispensed with intoxicating liberality." A little later Roger Edgecomb, who had a frame house (rare in those days of log cabins) and sold liquor, enlarged the building to make the first tavern.

But, despite this forecast of Bolton's future importance as a summer resort, lumbering continued to be the principal industry until the War between the States. About 1820 John J. Harris operated three sawmills, Samuel Brown two, and John Moss, first judge of Washington County, one. Samuel Brown also established a potash factory and David Lockwood had what was probably the first tannery in the town. In those days the tanning process required great quantities of hemlock bark. A second potash mill was opened by Reuben Smith in 1815 and a third by Thomas Wright, an enterprising settler who already owned a store, operated a carding machine, and, in 1830, built the only forge in Bolton.

All these industries disappeared, chiefly because the mountains, stripped of their forests, no longer supplied raw materials. Summer boarders were the basis of the one business that grew steadily. The Mohican House, long since gone, became famous as the first hotel in Bolton and one of the earliest on Lake George. Contemporaries were the Wells House, 1865, the Bolton House, 1870, and the Locust Grove House, Lake View House, and Vandenburg House of later years. The first Sagamore Hotel on Green Island was opened in 1883. More than once rebuilt, it is still a well known hostelry.

Thus began Bolton's present all year resort business. Today most of its lakeshore not pre-empted by estates of the wealthy is occupied by hotels, summer camps, cabin colonies, and State campsites. There is fertile farmland high up on the mountain sides and along the Schroon River but only a small part of it is worked. Most of Bolton's 1,310 permanent inhabitants live along the shores of Lake George and nearly all of them depend for their livelihood upon attracting visitors whom they serve not only during the summer but increasingly at other seasons.

In the auditorium of the Bolton Central School at Bolton Landing, the Bolton Landing Players present modern dramas during the summer.

HAGUE extends from the north boundary of Bolton along the west shore of Lake George to the Ticonderoga town line and westward to Horicon. Its only lowlands are along the lakeshore, while all the rest is a mass of independent rounded peaks rising as high as 2,300 feet, and scattered with scant reference to the general trend of mountain ridges elsewhere in the county.

Between the peaks are narrow valleys, watered by swift streams that once supplied motive power for gristmills and sawmills. Today the farms that occupy these uplands present an unusual picture from State 8, which crosses the town from east to west. Bravely they cling to the hillsides, dip into little ravines and valley bottoms shut in by towering heights, or top a rounded summit to spread a small patchwork of meadow, pasture, field and garden on the fringe of the forest.

Along State 9N, close to the shore of Lake George, are the main resort centers, Hague, Silver Bay, and Sabbath Day Point, with their summer hotels, tourist homes, camps and cottages, and most of the town's permanent inhabitants. In the mountains of the northwest is Graphite, once a graphite mining center, but now almost a ghost town. On the northeastern boundary, Rogers Slide rises out of the waters of the lake. This spot attracts many visitors because of the legendary escape from the Indians of the famed scout, Major Robert Rogers, by sliding down the steep cliff.

The village of Hague, one of the first settlements in the town, gradually became the chief summer resort and shopping center as the early industries declined. The old Trout House and the Hillside House, well known to summer visitors of an earlier day, were burned within the past twenty years, but on the site of the latter stands the New Trout House. The Island Harbor House, once a favorite resort for army and navy officers, has had among its famous guests the late General George Goethals, builder of the Panama Canal.

Silver Bay, a summer colony, is noted for the educational and religious conferences of the Silver Bay Association, a program sponsored by the Y.M.C.A. and Y.W.C.A. The hotel and cottages look out upon an impressive panorama of mountains, islands, and waters.

At Sabbath Day Point, a low headland and the site of a hotel and cottages, the Tongue Mountain Parkway leaves the lakeshore to carry State 9N to an altitude of 1,109 feet over Tongue Mountain, an engineering achievement which has given access to this part of the lake by providing a main highway that is always in good repair and cleared of winter snows.

Hague was formed from Bolton February 28, 1807 and was first known as Rochester. The reason for changing the name to Hague on April 6,

1808, and indeed for choosing either of these names, is not apparent, because the early town records have been lost. Settlers began to arrive just before the beginning of the nineteenth century. Small sawmills and gristmills were established and lumbering, under the able direction of lumber barons Samuel Ackerman and Stephen Hoyt, soon became the most important economic factor. Even the farmers became woodchoppers in winter and, in 1860, great rafts of logs were floated to Ticonderoga. The forests were rapidly cleared so that by 1880 the lumber industry was waning and instead of saw logs, poplar was being cut for the pulp mills at Ticonderoga and Mechanicville. As the early industries vanished, small-scale farming and summer resorts along the shore of Lake George became the chief means of livelihood. In 1940 there were 739 inhabitants in the town.

HORICON, which lies along the Essex County border between Hague and the Schroon River, adopted the name used for Lake George a century ago by James Fenimore Cooper in his Leatherstocking Tales, a series of romances of which *The Last of the Mohicans* is still the most popular. A five mile stretch of Schroon Lake juts into the northwest corner of Horicon. The five-mile expanse of Brant Lake at an altitude of over 800 feet lies among lofty peaks and ridges in the center of the town, and there are more than a dozen lesser lakes and ponds higher up among the mountains.

Heavily wooded, the contour of Horicon resembles that of Hague. Its rounded summits, however, are not quite so high, none of them reaching the 2,000-foot mark. The valleys are wider, and they tend to conform more to the northeast to southwest trend of ridges and valleys in the County generally. Even so, some of the streams flow north or west for miles before they turn to empty into the Schroon River, while a few that rise close to the Hague and Bolton borders drain into Lake George. Hikers, hunters, and anglers are attracted to Horicon with its widespreading woods, trails that lead to summits from which may be glimpsed vistas of forest and lake, and remote ponds high up on mountainsides.

State 8 crosses the town from northeast to southwest, following little streams and paralleling for its entire length the east shore of Brant Lake. Along this highway and a tributary which circles Brant Lake are the hotels, summer camps, and cottages that make up most of Horicon's summer resort development. On State 8, at the southern end of the lake, are the hamlets Brant Lake, formerly called Horicon, and, a little farther to the southwest, South Horicon. In and about these communities most of the permanent residents live. Adirondack, in the northwest corner, is a summer colony on Schroon Lake.

Formed from Bolton and Hague on March 29, 1838, Horicon was wild and ruggedly primitive. Pine grew in great abundance and lumbering

early became the main business. From the Brant Lake region the first log drives from the North Country were floated down the Schroon and Hudson for the sawmills at Glens Falls. At the same time some logs went to the many little sawmills on the banks of small streams. Lumbermen stocked up with logs in winter, and in summer they sawed and drew lumber to Ticonderoga. Such mills were operated near Brant Lake by John H. Harris and Jonathan Griffen, and near South Horicon by Henry Hopkins and Moses Stickney.

By 1885 the early industries were beginning to disappear and summer visitors to increase. Hotels and cottages were built around Brant Lake; facilities for boating, bathing, and hiking were added, and Horicon turned to the development of the resort business, rather than farming, as its chief source of income. Showing a slight increase, the population of Horicon was listed as 850 in the census of 1940.

CHESTER lies between the Schroon River and the Hudson and extends from the north boundary of the town of Warrensburg to the Essex County line. Its terrain is a little less rugged and broken than its neighboring towns of Johnsburg and Horicon and it has the further advantage of lying in the valleys of the Hudson and the Schroon. The region is well cultivated, farms alternating with patches of woodland. Most of Chester's summer resort development centers around its lake region — Friends Lake, Loon Lake, and Mountain Spring Lake, situated amid the mountains in the central section — and along the five miles of Schroon Lake which bounds it at the northeastern corner.

Route US 9, a three-strip concrete highway that carries more traffic than any other Adirondack road, climbs with easy grades and sweeping curves across the town from south to north, while route State 8 winds across from east to west, joining US 9 for four miles between Chestertown, the largest village and center of the lake region, and Loon Lake. A few miles farther north on US 9, at the southern tip of Schroon Lake, is Pottersville, the only other sizable community. In these two centers of population live most of Chester's 1,825 permanent residents, and they also accommodate many of the summer visitors and most of those who come at other seasons.

Like Horicon, Chester is ideal hiking, hunting, and fishing country, for it, too, has miles of wooded peaks and ridges with more than a dozen little lakes and ponds in the upland valleys. Some of them are so secluded that you must follow up their outlets to find them unless you are fortunate enough to glimpse them from a nearby height.

Possessing only two log cabins in 1805, Chestertown, by 1820, had become a growing village in a region fast being cleared of its forests. In 1835 it boasted a sawmill, gristmill, clothing works, three stores, two

taverns, a school, two churches, and 150 homes. With the passing of the virgin forest in the 1860's Chestertown's industries waned, its people turned to serving summer visitors and to the business of trading with local farmers, for a source of income.

Pottersville derives its name from Joel F. Potter, who opened its first store in 1839. The village grew with the expansion of the lumber trade but had only small sawmills, tanneries, and gristmills. There is still a little lumbering with a small sawmill supplying mostly local needs, but the business of providing accommodations for vacationists and supplying the requirements of guests at the numerous adult and children's camps on the shores of nearby Schroon Lake, furnishes the chief employment for the people of the village.

Chester dates its establishment as a town to its partition from Thurman on March 25, 1799, but records no settler earlier than Otis Collins, who moved his family to this wilderness region in 1805. Shortly thereafter arrived the numerous and enterprising Mead family, operators of the first sawmill and gristmill, Harvey Powers, who built a distillery in 1810, the Fox brothers, Norman and Alanson, originators, according to local tradition, of the system of driving loose logs down mountain streams which has since been adopted in all parts of America.

The period from 1805 to 1835 was one of intensive exploitation of the wealth stored for centuries in the woodlands. Great stands of pine, spruce, hemlock, birch, maple, and oak disappeared before the ax of the logger, and across the land appeared sawmills, potash plants, and tanneries, attracting the settlers to build homes that soon multiplied into villages. After 1835 tanning gradually became the leading industry, and continued to provide employment for many years despite the decline of local logging, by using hemlock bark shipped from Essex County.

C. H. Faxon, Chester's leading industrialist, employed fifty workers at his Chestertown tannery which by 1885 was turning out from 24,000 to 30,000 sides of leather annually, while his gristmill ground 30,000 bushels of wheat. He also purchased and greatly extended the services of the Chester Water Works.

When lumbering and the industries it fostered failed about 1900 the town lost its industrial aspect and never regained it. Many turned to farming and this still remains an important occupation in the narrow valleys. For the rest, summer visitors, who began to come at an early date, provided employment. Hotels were built to replace the early taverns, and garages, filling stations, refreshment stands, roadhouses, additional stores, and a variety of accommodations have been added. Today, villages and lake resorts have inaugurated planned programs of sports and recreation to attract and hold their patrons.

The River Towns

Luzerne, Stony Creek, Thurman, Johnsburg, Warrensburg

LUZERNE, first in the group of river towns, occupies the extreme southern projection of the County, bounded on the east by Queensbury and Caldwell, and on the west and south by the Hudson River which separates it from Saratoga County. Warrensburg adjoins to the north. A broad valley, an extension of the depression which holds Lake George, cuts across Luzerne from northeast to southwest and widens to a considerable flatland before reaching the Hudson. Several resort lakes, Luzerne, Vanare, Forest, and Allure, lie in this valley, and through it runs the only main highway, State 9K which crosses the Hudson just below the village of Luzerne, and continues south through Corinth to Saratoga Springs.

A second valley, somewhat narrower, is that of the Hudson. In both are a few farms, while others occupy little patches of arable land on the slopes or nestle in coves of the Luzerne and Kayaderosseras Mountains which overlook both valleys.

Lake Luzerne village slopes from the shores of Lake Luzerne to the east bank of the Hudson. From a bridge on the community's main street may be seen the confluence of the Hudson and Sacandaga, called by the Indians *Tiosaronda* (Wedding of the Waters). The village, summer trading center for the hotels, cottages, and tourist homes on Lake Luzerne and the dude ranches that occupy the woodland and mountain setting about Lakes Vanare, Forest, and Allure, also promotes facilities for summer and winter sports and recreation, and is the accommodation center for the region.

Set off from Queensbury on April 10, 1792, the town was known as Fairfield until April 6, 1808, when it was named Luzerne in honor of the Chevalier de la Luzerne, a French nobleman, sent by his government to aid the Americans after the Battle of Saratoga. Much of the story of the early settlers can be but vaguely perceived through the mists of time. After the French and Indian War the two Jessup brothers secured tremendous land grants and established themselves as land barons. They furnished their frontier homes lavishly and imitated the extravagant luxury of noblemen. During the American Revolution they joined the Loyalists, their homes were looted and burned, their settlements wiped out, and they fled to Canada. There they joined raiding parties that scourged the frontier. At the end of the war their lands were confiscated, and resettlement began on a new basis.

In those days when every community had to be sufficient unto itself, the pioneer was a man of parts. He was frequently a farmer, storekeeper,

harnessmaker, and innkeeper, all at once. Perhaps he also engaged in lumbering, the most important pioneer occupation. Leaders in this industry were P. H. Pulver, L. E. Wait, and George Rockwell, who owned 4,000 acres of timber on both sides of the river and drove their logs to the lumber marts at Glens Falls. As their activities brought a measure of civilization, roads, homes, and inns were built, and summer visitors began to arrive.

The crude taverns were replaced shortly after 1800 by the first of many hotels erected to foster the growing resort trade. In later years, with the industries gone, and winter sports rounding out the program, the resort development has become the most important part of Luzerne's economic set-up. The other major employment factors for its 1,251 inhabitants are farming, and commuting to the big mill of the International Paper Company at nearby Corinth.

STONY CREEK, a narrow, irregular oblong, extends from the Hudson westward to Hamilton County between Saratoga County on the south and Thurman in the north. A few houses border State 418, the town's only main highway, which parallels the Hudson and the tracks of the Delaware and Hudson Railroad, but most of the dwellings are scattered along dirt roads that follow Stony Creek and its tributaries into the high hills or cut across divides from one valley to another.

The town is an almost undeveloped region of vast distances, rugged, mountainous, heavily wooded. Peaks and long ridges rise to over 2,000 feet above sea level, narrow valleys watered by tumbling streams cut through the mountains, small lakes and ponds lie at high altitudes. Bear, deer, and small game roam the mountainsides, and trout, bass, and perch lurk in the waters. The rarefied atmosphere, almost wholly free from ragweed pollen, has an invigorating tang that makes it a boon to hay fever sufferers.

Farming and a surviving remnant of lumbering, until recent years the only occupation, are now being supplemented by a growing summer resort development of dude ranches, camps, and farms converted into tourist accommodations. The camps and farm guest houses are to be found mostly along State 418 which follows close to the Hudson, and at Stony Creek Village crosses the mountain stream that has given its name to the town. In the village is found a typical country inn.

Up Stony Creek for a few miles past the village runs a mountain road, which then crosses a divide to reach Harrisburg Lake and village. This beautiful lake, two miles long with an altitude of 1,494 feet, drains through East Stony Creek and the Sacandaga Reservoir, to make a 50-mile detour before its waters reach the Hudson at Luzerne, only a little below Stony Creek.

The highway ends at Harrisburg, but private roads lead to dude ranches and camps, whence many miles of bridle path and trail lead over ideal hiking and riding country. There are secluded lakes and ponds in pleasant valleys, mountain ridges where sky line trails offer glorious vistas, and lofty summits, of which Baldhead, with an altitude of 2,920 feet, is the highest.

This town was set up by dividing the town of Athol into Thurman and Stony Creek on November 3, 1852. The most important pioneer industry was a tannery operated by J. P. Bowman, which employed twenty-five men and turned out 40,000 sides of sole leather a year. Alexander McDonald, Campbell and Taylor, Horace L. Hall, Lyman Kenyon, Theodorus Hall, John Walsh, and Gardner Adams, owned sawmills. Columbus Gill ran a gristmill, and H. L. Hall a woodware factory. The early settlers also made potash and operated a broom factory.

Stripping the mountains of their forests to provide raw materials eventually put an end to these industries, and without a means of livelihood the people drifted away. In 1900 Stony Creek had 1,019 inhabitants; in 1940, 457. It had become a country of small farms with little resort development until the urge in recent years for dude ranches and camps in areas having "wide open spaces." Paralleling this development came the conversion of farm homes into guest houses. Today this new turn is fast assuming an economic importance that gives a fresh hope of employment for more people in Stony Creek.

THURMAN, just north of Stony Creek and south of Johnsburg, also stretches across the mountainous wooded region between the Hudson and the Hamilton County border. Like its neighbors it has heavily timbered peaks and ridges, which rise to heights of over 2,500 feet. There are valleys and level stretches with numerous streams and small bodies of water, including Round Pond, Garnet Lake, Bear Pond, Little Pond, and many others, all hidden away from busy highways, some accessible only by hiking trails or bridle paths. Hunting and fishing facilities abound.

A paved highway, State 418, cuts across the southeast corner of Thurman before it crosses the Hudson River. It then follows the Schroon River to Warrensburg, three miles from the Thurman railway station at the confluence of the two rivers. The Adirondack Branch of the Delaware and Hudson Railroad follows the Hudson River's deep ravine, with its towering cliffs, northward. No highway parallels or crosses it for at least five miles above Thurman Station, though a network of county roads leads from there to the farms, small villages, and dude ranches located in the eastern end of the town. State 8, the main highway running east and west across the County, cuts across the northwest corner of Thurman.

Just above Thurman Station is the village of Athol, and a few miles beyond is Thurman Post Office. In these two hamlets live most of the town's 535 permanent residents; they are the trade centers, and each has a post office. Dude ranches, conducted in real western style, center along the rural byways in the neighborhood of the village of Thurman. Here they give opportunities for play in the broad expanse of wild forest country with its ponds, brooks, and such lofty summits as Partridge Mountain (1,953 alt.), Cherry Ridge (2,578 alt.) and others still higher. In the valley along State 418, remodeled farm houses offer accommodations for the less active vacationist and for tourists.

The original town of Thurman came into being on April 10, 1792. Named for John Thurman, early land owner and first settler, it included about all of Warren County outside of Queensbury and Luzerne. Bolton, Chester, Johnsburg, Caldwell, and Warrensburg were all formed from the old town of Thurman. In 1813 what remained of it was known as Athol; in 1852 Athol was divided into the present towns, Stony Creek and Thurman.

A large proportion of the early inhabitants were Scots, mostly from Athol in Scotland. Some of their descendants still live at Athol. In 1820, only one highway ran across what is now this town. This followed the west bank of the Hudson and was so primitive in construction that only foot and horseback travel was attempted. The few settlers who had erected their crude log huts high and dry on land west of this road, had to cut their own trails or bridlepaths down to the Hudson.

Potash factories were built about 1820 by David Cameron and John McEwan. In the same year Norman and Alanson Fox of Chester began running pine logs from Thurman down the Hudson to Glens Falls. Thereafter, the region was cut over two or three times by such lumber owners as Abraham Wing III, Walter Geer, Halsey R. Wing, Senus Van Dusen, James and Jeremiah Finch, James Morgan and his partners, and Henry Crandall, all of Glens Falls.

With the passing of the early industries came a drop in population from 809 in 1900 to 535 in 1940, and a change to farming as the chief occupation. In recent years the influx of summer visitors to dude ranches and farm tourist homes has brought a new means of livelihood and hope for the growth of a new resort development.

JOHNSBURG, occupying the northwest corner of the county, stretches west from the Hudson River over a forested mountain fastness to Hamilton County, and from Thurman north to Essex County. In area it is the largest town and its mountain peaks rise higher than any others in the County: Gore Mountain with an altitude of 3,595 feet; Puffer, 3,480; Bullhead, 3,455; Eleventh, 3,303; and Crane Mountain, 3,254.

Dozens of lakes and ponds are the sources of several good sized brooks, most of which, including Mill Creek, drain directly into the Hudson. However, in the eastern highlands the East Branch Sacandaga River rises between Gore and Puffer Mountains to feed the mighty Sacandaga Reservoir in Fulton and Saratoga Counties. Altogether the town is a rugged wooded highland, well suited for hunting, fishing, hiking, dude ranches, and summer camps, as well as ski trails, toboggan slides and other winter sports.

The largest body of water, Thirteenth Lake in the northwest corner of Johnsburg, is two miles long and lies between parallel ridges at an altitude of 1,674 feet. Above it, high on the slope of Gore Mountain, is the garnet mine that has made New York the leading state in garnet production. The stone, being very hard and brittle, breaks with sharp edges that make it an excellent abrasive. The supply of garnet rock is practically unlimited; there is a steady demand for the product, and the mines keep a large force of men regularly employed (*see Tour 5*).

Nevertheless, Thirteenth Lake is best known as a sports center. At the village of North River, on State 28, close to the Essex County line, the road to the lake branches off and there are accommodations for summer and winter sports fans. North Creek, terminal of the Adirondack branch of the Delaware and Hudson Railroad, is the shipping point for the product of the Barton Garnet Corporation's great open pit mine on Gore Mountain. It is also the shopping and community center for farmers, summer campers, hunters, fishermen, and dude ranchers in the region including North River and Thirteenth Lake. It is perhaps best known though as a winter sports center; snow trains arrive crowded with enthusiasts carrying skis to spend a week end on the Gore Mountain trails and runs or to visit Thirteenth Lake.

Two important highways traverse Johnsburg. State 8 crosses the Hudson from Chester at the twin hamlets, Riparius and Riverside, and continues southwest across Johnsburg along the East Branch Sacandaga River, cutting across the corner of Thurman before it enters Hamilton County. At Wevertown, four miles from the Hudson, it intersects State 28, which runs northwest from The Glen, a hamlet on the Hudson close to the Thurman line, to North River, at the Essex County line. The railway follows close to the Hudson in its wide bend, but State 28 makes a more direct line from The Glen to North Creek.

Riverside station of the Delaware and Hudson Railroad is a busy spot where cars and busses from nearby resorts in Johnsburg and Chester meet the trains. Hamlets and settlements cluster along routes State 8 and 28 (*see Tours 2 and 4*) and dirt roads lead from them to scattered farms, hamlets, and resort lakes.

Annually, in August, the Riverside Epworth League Institute holds its 7-day camp meeting, attended by upwards of 200 boys and girls and their pastors from Methodist Episcopal churches in northern and eastern New York. The program includes religious study, group singing, and outdoor sports and recreation.

Along State 8 in the valley of Mill Creek are Wevertown and Johnsburg, farm communities and centers of the town's dude ranch country. Farther west are Sodom and Baker's Mills, little rural villages that look up to tall peaks. For many years the Johnsburg Association has held, in August or September, a Home Day Celebration for present and past residents of Johnsburg. Staged in one of the nearby pine groves, the event features speaking, group singing, sports, and a picnic lunch.

Johnsburg was partitioned from the old town of Thurman on April 6, 1805. It received its name from John Thurman, energetic pioneer and original owner of much of the land, who made the first clearing on Elm Hill, one mile southeast of the site of Johnsburg Corners, about 1790. The same year he began to clear land on Beaver Brook, nearly a mile west of Elm Hill, and soon he erected a sawmill and gristmill at the falls. Settlers began to move in from England, Scotland, Ireland, and New England.

In 1794 Thurman opened a store and put up a distillery to create a market for the large quantities of rye which the newly cleared lands produced. In those days whisky was distilled in every town, and here a store, malt house, and kiln were built for distillation of grain. In 1795 Thurman operated a woolen factory which he soon changed into a cotton mill. As early as 1797 he established a calico printing works, one of the first in America.

In 1800 Thurman put into operation ash works and made large quantities of potash, which at that time and for thirty years after brought farmers most of their ready cash. They were paid one shilling a bushel for ashes, while potash brought from $2.00 to $3.50 per ton. In September 1807, Thurman was killed by a bull at Bolton Landing. So much was the old pioneer the life of his business that at his death all the establishments, except the sawmill and gristmill, closed forever.

For many years the town of Johnsburg remained in a primitive state. Off the beaten path and in the midst of a widespread wilderness, no commerce and very little travel passed. The inhabitants carried their grain and butter to Glens Falls and Waterford, a journey of several days down the Hudson, for sale or barter, and brought home family supplies, such as tea, tobacco, molasses, rum, sole leather, cotton, and woolen clothing.

In 1832-33 the Wevertown Tannery was opened by William and James Watson. This enterprise gave new life to the region, employing men and

creating a market for bark and farm produce. Several stores were soon established. A little later a tannery, built at The Glen, was operated a few years and then abandoned. In 1852 Milton Sawyer and Wheeler Mead built a tannery at North Creek, and in 1875 a Boston company erected another on the Sacandaga River in the western part of the town.

In 1885 the lumber era was over and with it the tanneries closed for lack of hemlock bark. Population then fell off somewhat: 2,374 in 1900, it decreased to 1,887 in 1930. Farming, the Barton Garnet Mine, and the sawing of a little timber for shipping by train or truck to city lumber markets, developed as the principal occupations. Today, with winter sports and the expansion of summer activities, dude ranches, summer camps, and tourist accommodations, as an added source of income, the population shows an upward trend to 2,000 in 1940.

WARRENSBURG, shaped like an hour glass, lies east of the Hudson, below Chester and above Caldwell. The Schroon River separates it from Bolton, and turns across it at the narrowest point. South of the Schroon, Warrensburg is mountainous and heavily timbered with few clearings. The upper half has low-lying fertile fields along both rivers and in little valleys that extend back into the mountain ridges and among the hills.

US 9 spans the Schroon to enter the town at the village of Warrensburg, a shopping center, summer and winter resort, and the only industrial community in the County north of Glens Falls. Ample water power from the Schroon and smaller streams, the arrival of railroad freight facilities about 1875, and the great quantities of hemlock bark brought large sawmills and tanneries. A. C. Emerson and Company built sawmills which in 1885 produced about 3,000,000 feet of lumber annually. B. P. Burhans and Son established a tannery, producing about 3,500 sides of leather a year.

The Empire Shirt Company began operating in 1879, made 25,000 dozen shirts a year, and employed approximately one hundred people. In 1881 S. Pasco and Brother started a planing mill and sash factory, and the next year Wyman Flint's peg factory employed about 40 workers. In 1885 the clothing works of Whitby, Emerson, and Eldridge began making the well-known Warrensburg Woolens. In 1892 the Schroon River Pulp and Paper Company, and in 1896 J. P. Baumann and Son, manufacturers of ladies' waists, added new industrial enterprises.

The first issue of the Warrensburg *News* appeared on January 17, 1878. The banking house of Emerson & Company, founded by A. C. and L. W. Emerson, opened in January 1884. In the same year, the Warrensburg Water Works was established by Bates and Company. All the industries, except shirt making, pulp and paper, and woolens, disappeared with the destruction of the forests and changing conditions; but the village had

an industrial life diversified enough to hold its own. Trade with farmers in the valley bottoms and the resort business, summer and winter, now adds to its prosperity.

Warrensburg was partitioned from the old town of Thurman, February 12, 1813. A sparsely peopled region, it was described in 1836 by Gordon's *Gazetteer* as being "mountainous and wild, covered with woods and abounding with iron ore." No iron mine, however, has been successful commercially. The opening of the frontier after the Revolution brought William Bond in 1786, as the town's first settler, and, in 1789, James Pitts as the first tavernkeeper. Peletiah Richards established himself in Warrensburg in 1800 and became prominent as a merchant. The Richards Library in the village is a gift of his family.

In 1804 James Warren arrived. He established a tavern and a store and eventually gave his name to the town. Later he operated a potash factory or "ashery" on the north side of Schroon River. Judge Kitchel Bishop, about 1810, built the first of the tanneries which are so important in Warrensburg's industrial history. Lumbering by 1820 had become an important business. Every brook large enough to furnish water power turned the wheels of a sawmill. Albro Tripp, Dudley Farlin, Dr. McLaren, Joseph Woodward, and James L. Thurman were early operators in lumber. In the 1820's pine logs sold as low as twenty-five cents; by 1885 they brought from four to five dollars.

As the town grew, the first little sawmills, potash factories, and tanneries were soon replaced by larger mills. Paper making and the manufacture of woolens and textiles became leading industries. Fortunes were made and the establishment of banks, newspapers, churches, and schools reflected the town's growth. As the lands were denuded of trees, those industries dependent on the forests shriveled and died. But with good water power and a railroad, some factories remain. Farming, summer camps at Echo and Tripp Lakes, tourist accommodations, and ski trails have helped the town to grow and prosper in its adjustment to the new order. Today Warrensburg ranks second only to Queensbury in population; it increased from 2,025 inhabitants in 1920 to 2,566 in 1940.

PART III

By Adirondack Hill and Dale

Tour 1

Glens Falls to Warren-Essex County Line; US 9. 40.6 *m.*
Concrete and macadam highway open throughout year.

Between Glens Falls and Lake George US 9 follows the general route of the historic Military Road, though despite diligent research no one knows the exact course of that old forest trail. The modern three-lane highway climbs gently upward through the foothills where Colonial history was written in blood and sweat. This stretch of US 9 is now the most heavily traveled route in the Adirondack Mountains. Part of it is marred by billboards and roadside stands, but as it approaches Lake George the tourist has an unobstructed view of the lake with its setting of hills and wooded mountains.

GLENS FALLS, 0 *m.* (343 alt., 18,836 pop.) (*see Glens Falls*), on the left bank of the Hudson River, here the boundary between Warren and Saratoga Counties, is the chief shopping center for the surrounding resort area. It includes industrial, commercial, and residential areas. The tour starts at Monument Square on Glen Street.

At 1.3 *m.* is the city limit and at 1.5 *m.* the highway crosses HALFWAY BROOK, a peaceful stream overgrown with reeds and brush as it meanders across a swamp; but during the Colonial War it was Bloody Brook to the Provincial soldiers. In 1755 the English built on the north bank of the stream a blockhouse and stockade, called Seven Mile Post. Thereafter the post, located midway between Fort Edward and Fort William Henry, with an ample supply of pure water, became one of the best known halting places along the northern frontier.

In 1757-59 there was located south of the brook and east of the road (R) a fortified camp called the GARRISON GROUNDS. In 1759 General Amherst built on this site FORT AMHERST. During the Burgoyne campaign, 1777, Baron Riedesel quartered troops at the fort to protect Burgoyne's line of communication. He was accompanied by the beautiful Baroness Riedesel, one of the many women, wives and camp followers, whose presence helped impede Burgoyne's progress. The remains of Fort Amherst are said to have been burned by the English Major Carleton in 1780.

At the close of the French and Indian War the clearing and military buildings at Halfway Brook were dangled as bait by the Provincial Governor of New York, gifts to any who would pioneer a settlement on this exposed and dangerous frontier. Consequently the first townsite in Warren County was laid out there, but the proposed community, which eventually became Glens Falls, grew around the falls at the Hudson to

the southward, where there was water power for the early sawmills and the industries that followed them.

At 2.1 *m.* the route intersects macadamed Aviation Road.

Left on this road FLOYD BENNETT AIRPORT, 0.7 *m.* (R) is equipped with a sheet metal hangar, improved runways, beacon and border lights, and weather station. On the New York-Montreal route, the field became a stop for transports of the Canadian-Colonial Airways on August 1, 1941. The airport is named for Floyd Bennett, a native of Warrensburg, and hero of Commander Richard Byrd's flight over the North Pole (*see Warrensburg*).

BLIND ROCK, 2.4 *m.*, 300 feet off the highway, (R) is designated by a marker. The rock, close to a former Indian encampment, was used as a place for torturing prisoners and takes its name from the reputed practice of blinding unhappy victims.

One story of Blind Rock tells of two captured Englishmen. Since summer was the only season when travelers and Indians were plentiful along the Old Military Road, the brisk fire of pine boughs built on the Rock was not for comfort. One prisoner was tied to a tree; the other was stripped and pushed into the circle around the blaze. As he tried to escape the inferno of flame, prodded and hacked by his tormentors, while they danced about with spears, war clubs and hatchets, the victim espied an Indian boy gloating over the ordeal from a vantage point inside the circle of death. With frantic strength he seized the youngster, and hurled him into the crackling blaze. In the moment of confusion that followed he snatched a tomahawk, cut his friend loose, and they vanished into the forest, fear lending wings to their flight. Several hours later, weary and torn, they reached Fort Edward.

Another strange tale of Blind Rock is that in early days a plowman in a nearby field unearthed $25 in old coins, known as "cob money." The result was a gold rush by neighboring farmers, but the earth yielded no more treasure. Through the years the fire-blackened face of Blind Rock has been almost hidden by sliding sand from the flat-topped hills over which the highway makes its way.

At 3.5 *m.* is a junction with a paved road.

Right on this road is ROUND POND, 0.6 *m.* (L). In the days of the open trolley cars and long skirted bathing suits it was a popular spot on Sunday afternoons. On the sand beach of the little lake is the original long, low bathing pavilion, while at its northern end, rises a more recently built casino. Across the pond, on the east shore, are the buildings and golf course of the Glens Falls Country Club (*private, green fees $2.50*).

Dipping across a marshy lowland the highway crosses MEADOW RUN at 3.8 *m.*, so named because it was one of the few natural clearings from which pioneer settlers could obtain hay for their cattle. Military men of early days named it FIVE MILE RUN, indicating its distance from Fort William Henry.

At 4.3 *m.* the highway intersects a dirt road.

Right on this road is GLEN LAKE, 1.4 *m.* (R), hidden in a basin between French Mountain on the north and wooded hills on the south. A post office, cottages, and a few public pavilions are scattered among the trees along the shoreline. Most of the western shore may be traversed by automobile. A regatta and water carnival are held on the lake during August, while swimming, fishing, boating, and dancing are regular attractions.

At 4.4 *m.* US 9 intersects a paved road.

Left on this road, 0.3 *m.* (R), is the driveway to WESTMOUNT SANATORIUM, Warren County's tuberculosis hospital, which can be seen from the main highway. Set on the lower slope of the Luzerne Mountains, its buff-colored stucco exterior stands out prominently against the dark green background of pines. A two-story, flat-roofed structure in the Mexican adobe style, the building accommodates about fifty patients.

At 5.2 *m.*, at the foot of the hill, is a blinker traffic light, a paved road intersecting (R), and a large colonial building (L). Now rebuilt as a modern roadhouse, this was once a gay stagecoach stop for the belles and beaux on a holiday, a famous tavern, whose proprietor, George Brown, provided land nearby for the first Warren County fairs. Across the highway, a little to the south was FORT WILLIAMS, a French and Indian War stockade, of which no trace remains.

From this point to Lake George, FRENCH MOUNTAIN (R) towers its irregular ramparts above the highway. During the French and Indian War, French scouting patrols and English Rangers under Major Robert Rogers made the mountain a "no man's land."

At 5.7 *m.* a roadside marker (R) indicates the location of the WILLIAMS MONUMENT, a white marble shaft on a huge native boulder, hidden among the trees 200 feet down a steep grade from the road. On September 8, 1755, Colonel Ephraim Williams at the head of 1,000 Colonials and King Hendrick in command of 200 Mohawks marched unsuspectingly into an ambush. They proceeded well into the pass before the French and Indians hidden among the trees on both sides of the Military Road poured a cross fire on them. Colonel Williams fell with a bullet through his brain; fat King Hendrick was killed by a French

bayonet after his horse had been shot from under him. The survivors fought a desperate rear guard action as they retreated, but many lost their scalps before the detachment reached General William Johnson's camp at Lake George. This opening engagement of the Battle of Lake George is known as the Bloody Morning Scout.

High on the wooded slope, almost directly across the road from the Williams Monument, is the WILLIAMS MARKER, a small slab of native stone crudely engraved with the initials E. W. It marks what is said to be the original burial place of the gallant officer. Later, his body was removed to Williams College. Before leaving Albany he had made his last will, leaving a sum to found a school at Williamstown. Thirty years later his bequest served to endow Williams College, whose alumni erected the monument on the spot where he died.

At 5.9 *m.* the route crosses the southern boundary of Adirondack State Park.

At 6.7 *m.* (R) is BLOODY POND, a stagnant pool in the woods close to the road, another scene of carnage, now designated by a marker beside the road. Around it at the close of the day of the Bloody Morning Scout, 300 Canadians and Indians, who had been victors in the engagement and had later tasted defeat in the Battle of Lake George, were resting. Suddenly from the forest burst a death-dealing hail of lead. Surprised by an equal force of Colonials from Fort Edward, they had no chance to escape. Bodies of the dead by the hundred were cast into the pond, the water was red with blood, and tradition has it that the attackers crossed the pond on a bridge of corpses.

VANTAGE POINTS (auto turn-offs) at 7.4 *m.* offer a long range view down Lake George. Narrowed by distance, the island-studded expanse of water is a dark jewel between lofty mountain ranges, whose peaks, like the prongs of a gem setting, notch the blue horizon.

At 7.8 *m.* (L), is a junction with State 9K (*see Tour 5*).

At 8.5 *m.* is a paved road (R), entrance to Battleground Park (*see Lake George*).

At 9.1 *m.* is the junction with the Beach Road (R), an outlet of State 9L (*see Tour 7*).

LAKE GEORGE, 9.3 *m.* at village hall (331 alt., 803 pop.) (*see Lake George*), is built around the head of the lake. It is a leading Adirondack summer resort and winter playground, headquarters and communication center for the entire lake district.

At 9.7 *m.* is the junction (R) with State 9N, beyond which US 9 is a two lane concrete highway ascending an easy grade through a steep-sided valley so narrow as to leave no room for filling stations, road stands or cabin colonies.

The highway crosses the Schroon River at WARRENSBURG, 14.5 *m.* (700 alt., 1,500 pop.), to emerge into the broadest part of the Schroon Valley where the village occupies the gentle slopes and low hills above the north bank of the river. The highway constitutes the long main street, flanked by garages, stores, restaurants, hotels, and old mansions mellowed by time. The latter, with their landscaped grounds, are reminiscent of New England, whence came the pioneer business men who built them to display their wealth acquired in lumber, potash, and tanning.

Along the southern fringe of the community the Schroon curves to its junction with the Hudson, two miles west. Here are the pulp and paper mills, a shirt factory, and small manufactures that tend to make Warrensburg both a resort town and an industrial village. Tourists, visitors, factory workers, and farmers keep the local merchants busy the year round, for this part of the Schroon Valley is one of the most extensive farming areas in the county.

Close to the village, among a bower of trees, is little ECHO LAKE, Warrensburg's summer playground. On its sandy shores are a municipal bathing beach and summer camps. Nearby are a golf course, riding academies, and tennis courts. In the summer months many visitors frequent the shopping section, or listen to the weekly band concert.

In Warrensburg's main square at 15.5 *m.* is the FLOYD BENNETT MEMORIAL, a circular bandstand with tall, white columns, a tribute to the heroic aviator, a native son. Floyd Bennett (1890-1928) at 17 years of age left his farm home on Harrington Hill in Warrensburg for work in a lumber camp to earn money for studying at an automobile engineering school. After graduating he continued to study engines while he worked as a garage mechanic in Ticonderoga.

With America's entry into the World War, he enlisted in naval aviation, and re-enlisted after the war. In 1925 Bennett went to Greenland as Commander Richard E. Byrd's mechanic, pilot, and friend. Though he had worked without sleep for the 24 hours preceeding their historic flight in the tri-motored *Josephine Ford,* Bennett remained at the controls for 15½ hours, while Commander Byrd navigated the ship from Spitzbergen to the Pole and returned, the first time that men had flown over the top of the world. Bennett received the Congressional Medal of Honor and an advancement to Warrant Machinist in the Navy for this achievement.

In 1927 he was selected to fly Byrd's plane, *America,* across the Atlantic. The ship crashed in a trial flight, and though Bennett escaped death, he was confined to a hospital bed for months. Before he had fully recovered, he jumped into the task of preparing for Byrd's first South Pole expedition. This work he laid aside to fly to the rescue of German trans-Atlantic fliers, who had made a forced landing on lonely Greeley Island in

the North Atlantic. Ill when he started out, Bennett was forced down in Quebec. A hurry call for serum sent Charles Lindbergh flying with it from New York over Lake George to the Quebec hospital where Bennett lay with pneumonia. But it was of no avail. On April 25, 1928, he died and was laid to rest in the Arlington National Cemetery on the Potomac. In 1936 Bennett's childhood home on Harrington Hill was destroyed by fire.

Out of Warrensburg US 9 climbs steadily by easy grades into the more rugged reaches of the Adirondack highlands. Forests flank the roadside, and mountain ranges tower close. Between the little villages, the countryside is scantily populated, and through conservation, reforestation, and protection against fire, it has practically returned to the primitive state that existed before the white man began his roaring adventure in Adirondack despoilment.

At 18.3 *m.* is the junction with State 28 (*see Tour 4*).

At 19.1 *m.* is the junction with a paved road and a sign marking THE CHARLES LATHROP PACK DEMONSTRATION FOREST (*see Industry and Commerce*).

> Charles Lathrop Pack (1857-1937), a native of Michigan, studied forestry in the United States and Europe. Appointed by President Theodore Roosevelt, he became a member of the nation's first Conservation Commission. He promoted the idea of demonstration forests and wrote two widely distributed books, *Trees as Good Citizens,* and *School Book of Forestry.* For aid in the reforestation of war-ruined sections of Europe, he received decorations from France and Italy.

CHESTERTOWN, 27.6 *m.* (854 alt., 500 pop.), at the junction with State 8, is a "homey" village, its neat frame commercial buildings and stone church occupying today the crossroads site selected by its original New England settlers. A century of progress for the Adirondacks is written in these Chestertown roads, once mud tracks in a primitive wilderness, now paved highways traversed each year by close to a million city dwellers. In its picturesque wooded mountain setting, Chestertown has hotels with wide verandas, tourist homes, a shopping center, and recreation facilities that include a golf course, tennis courts, boating waters, swimming holes, riding academies, and road houses with music and dancing. The village is the trade center for a farm area as well as a summer resort, for the Schroon Valley just east of Chestertown has good, rich soil. The farmers mingle easily with resort visitors who find the Adirondack natives an unusually cosmopolitan group.

Between 27.6 *m.* and 31.5 *m.* with mountains dead ahead, US 9 unites with State 8 (*see Tour 2*), along the outlet of Loon Lake.

At 29.6 *m.* is an intersection with an unmarked dirt road.

Left on this road, which crosses the inlet, to FRIENDS LAKE (R) 1.6 *m.* The route continues south along the eastern shore of the lake for its entire length, 2 miles. The name is derived from the Indian *Atateka* (friendly water). With its sandy beaches and blue-green water, the lake is rimmed by low hills, crowned by tourist homes and summer hotels. Annual restocking gives the angler an opportunity to boast truthfully of his catches of bass, pickerel, and pike perch.

At 31.5 *m.* US 9 separates from State 8 to resume its northward course up the low-lying and irregular western shore of LOON LAKE. Two and one-half miles long, shaped like a kite, the lake received its name from the loon that once inhabited its shores. Today those shores swarm with summer visitors who spend their vacation at the camps, cabin colonies, and tourist homes that abound here.

POTTERSVILLE, 36.5 *m.* (875 alt., 329 pop.), a mountain village, lies at the foot of Schroon Lake where the valley widens. It serves tourists and vacationists in summer and hunters in the autumn, for there are deer and bear and small game in Pottersville's wooded hills. The village also does business with the farmers of the Schroon Valley. A sawmill beside the highway is reminiscent of the earliest Adirondack lumbering.

Just beyond Pottersville at 37 *m.* is the junction with State 9M.

Right on State 9M, 0.5 *m.*, is a bridge across the outlet of Schroon Lake and just beyond it the road swings left along the lake shore to ADIRONDACK at 5.1 *m.*, a summer resort on the southeastern shore of Schroon Lake, with farm home accommodations, converted farms, a departure from the cabins, cottages and camps so numerous along US 9. Off the beaten track and in rugged country, Adirondack is a place for relaxation, for hiking, mountain climbing and horse-back riding.

At 37.1 *m.* is a junction with a dirt road.

Left on this road is NATURAL BRIDGE, 2.5 *m.*, an overhanging rock 60 feet high beside a deep gorge cut by the turbulent waters of Trout Brook in ancient sedimentary rock. Beneath it the stream plunges to emerge from a cave beyond. There are also many interesting rock formations, whirlpools, pot holes, and caverns. The Van Benthuysen family, early settlers, owners of the farmland surrounding it for approximately 100 years, sold the site in 1940 to business interests. The property has been converted into a 265-acre park with stone stairways, board walks, bridges, and signs explaining points of interest (*guides; adm. summer $1, other seasons 50c*).

EAGLE POINT CAMPSITE (R), with two entrances at 38.8 *m.* and 39.0 *m.*, is maintained by the State Conservation Department. It has 40 tent sites under tall pines along a mile of sandy beach on Schroon Lake (*see Sports and Recreation*).

At 40.4 *m.* (R) is the entrance to Scaroon Manor with its 9-hole golf course.

For a loop tour continue north on US 9 for 2½ miles beyond Schroon Lake Village to junction with State 73 (R). This is a scenic mountain road, 19 miles to State 9N at Ticonderoga. Turn right on State 9N to return to Warren County (*see Tour 3*).

Tour 2

Hague to Warren County Line; State 8. 49 *m.*

Two- and three-lane concrete and macadam highway open throughout year.

State 8 zigzags a southwest track across the entire breadth of Warren County, from Hague on Lake George in the east to the boundary of Hamilton County on the west. Through the forest, it rises over mountain ridges, dips into northeast-southwest valleys, touches several summer resort lakes, crosses the Schroon and Hudson, and leaves the County through the narrow, rugged valley of the East Branch Sacandaga River.

HAGUE, 0 *m.* (330 alt., 200 pop.), is a summer resort village on the west shore of Lake George, with hotels, stores, and homes around the junction of State 8 and 9N (*see Tour 3*).

Between Hague and Chestertown State 8 climbs directly west from the relatively low level of the Lake George shore to the high altitude of a wooded mountain range, descends the pastoral valley of Mill Brook, and follows along the southeast shore of Brant Lake. Except for the resort developments at Brant Lake, this section of the route is but scantily peopled. It is a rugged country of small swift streams, towering mountains, and widespread forests.

In a long climb past sloping farm lands with open fields affording a wide outlook, the highway rises 1,200 feet from Lake George to reach THE SITE OF GRAPHITE, 4.1 *m.*, a once flourishing mining village that supplied the graphite processing plant at Ticonderoga with ore. Imported ore made it unprofitable to continue working this mine, though there is still a rich vein that would yield a supply of graphite. Today only the roadside marker calls the passing motorists' attention to the abandoned mines.

At 4.8 *m.* the road reaches its highest point (1,684 alt.) as it crosses Hague Mountain, looking down upon a forest of pine, spruce, and hemlock. At 5.1 *m.* NORTH POND appears (L) and the road follows its shore to the outlet where there is a sign, 5.5 *m.* (L), indicating the marked FOOT TRAIL to the SWEDE MOUNTAIN FOREST FIRE OBSERVATION TOWER.

A mile walk on a well trodden path rises steadily through woodland free from underbrush, and leads to the fire warden's cottage and the tower (1,930 alt.). From its observation platform may be seen several lakes, the Green Mountains to the east, the highest Adirondack peaks to the north, and other high ridges and peaks break the sky line in all directions.

Descending the grade along Mill Brook with the SECOND BROTHER (1,870 alt.) and FIRST BROTHER (1,740 alt.) MOUNTAINS in the foreground, the highway approaches BRANT LAKE (801 alt.).

The highway parallels the southeastern shore of Brant Lake to an intersection, 15.5 *m.*, with a paved road at its outlet. Half a mile in width, Brant Lake reflects wooded mountains which rise above its coves, bays, and sandy beaches. Tiny green islands dot its surface; hotels, summer camps, and cottages peer through leafy screens. Away from the more crowded highways, Brant Lake is secluded, yet easily accessible. The lake is stocked with trout, bass, pike, perch, and pickerel; deer and small game abound in the surrounding hills. Bathing, boating, fishing, hiking, and horseback riding are the major sports in summer.

HORICON, 16.3 *m.* (820 alt., 400 pop.), on a curve in the road as it swings along the Brant Lake outlet, is both a resort and rural community. Its big general store and post office is the year-round supply center and headquarters for the farmers who wrest a living from the soil of the little valleys that flank the lake. In summer, business expands with tourist homes, filling stations, and the seasonal shops that serve vacationists and visitors to the lake. Horicon, an early lumbering center, was given the name that James Fenimore Cooper invented for Lake George in his novel, *The Last of the Mohicans.*

Turning south from Horicon, State 8, at 17.8 *m.*, crosses the Schroon River which waters a fertile valley as it winds south to its union with the Hudson. Abruptly after crossing the Schroon, the road circles north around PROSPECT MOUNTAIN (1,546 alt.) before resuming its southwestward course to CHESTERTOWN, 21.0 *m.* (854 alt., 500 pop.), a summer resort and farm trade center at the junction of State 8 and US 9 (*see Tour 1*).

United with US 9, State 8 takes a westward course out of Chestertown and at 23.0 *m.* intersects a dirt road.

> Left on this road at 1.6 *m.* is a fork in the road at the outlet to FRIENDS LAKE, one of the summer playgrounds of the central lake region. The left branch across the inlet follows the lake shore for its entire length, 2 *m.* (*see Tour 1*).

At 24.9 *m.*, beside the southwestern corner of triangular LOON LAKE (*see Tour 1*), State 8 branches left.

RIPARIUS and RIVERSIDE, 26.7 *m.* (883 alt., 60 combined pop.), are twin hamlets that join hands across the swift waters of the Hudson River. Riparius is the name of the post office on the east bank in the Town of Chester, but it is the Riverside station of the Delaware and Hudson

Railroad on the west bank in the town of Johnsburg that makes the place a scene of great activity in summer. Automobiles and busses crowd around at train time, for it is here that passengers make connections with busses for Chestertown, Brant Lake, Wevertown, and Johnsburg.

From Riverside-Riparius the route circles north for a mile to follow the line of an early road in a country where road building is difficult, and then turns southwest for an intersection with State 28 at WEVERTOWN, 30.5 *m.* (1,074 alt., 150 pop.), a farm community of roomy homes in the valley of Mill Creek. The country around Wevertown got most of its settlers during the lumber era and the village itself grew up around the old Wevertown tannery. Tanning passed out with lumbering and the people turned to agriculture. But the thin mountain soil does not make fertile farms.

JOHNSBURG, 32.0 *m.* (1,295 alt., 275 pop.), closely resembles its sister village, Wevertown, in appearance and history. The village is set high on a hillside among the mountains. OVEN MOUNTAIN (2,169 alt.) to the north, and HUCKLEBERRY (2,441 alt.) and CRANE (3,254 alt.) MOUNTAINS to the south, are guardian ramparts. Johnsburg received its name from John Thurman, the region's first and most energetic settler. A super-salesman, Thurman is said to have induced New Yorkers to come to his wilderness lands by displaying hazelnuts with more than a hint that they were grains of wheat raised on his lands along the Upper Hudson.

The Johnsburg-Wevertown region lies amid the most rugged terrain and the highest mountains in Warren County. Deep forests mantle the slopes; scores of lakes and ponds, some unnamed, hide high up among the mountain peaks; swift streams tumble into the valleys. It is an unspoiled, natural vacationland. Farm tourist homes are being opened in this area, and dude ranches bring to the Adirondacks the free and easy atmosphere of the west.

South of Johnsburg State 8 turns briefly northward between outlying mountain spurs to SODOM, 35.5 *m.* (1,400 alt., 50 pop.), a crossroads hamlet of a few frame houses. According to local tradition, God-fearing Puritans among the early settlers gave Sodom its name as a warning to the younger generation to avoid the haunts of evil.

Out of Sodom the road follows a little brook upstream and reaches BAKERS MILLS, 37.5 *m.* (1,580 alt., 150 pop.), a farm community that had its heyday during the logging era. Some lumbering is still carried on but not enough to bring prosperity in the face of declining agriculture.

In 1936 and 1937 Bakers Mills received considerable publicity as the distributing center from which Samuel Coplon, the "Santa Claus of the North Country," distributed toys and other gifts to thousands of the

children of backwoods families each Christmastide. The work, which had been carried on for about 30 years, was discontinued after Christmas 1937. Until 1936 headquarters for this unusual charity had been at North Creek (*see Tour 4*).

Beyond Bakers Mills State 8 continues up grade for more than 2 *m.* until it crosses a divide between towering ridges with ELEVENTH MOUNTAIN (3,303 alt.) to the north, and enters the valley of the East Branch Sacandaga. It was along the old trail which followed this river that Sir John Johnson, Walter Butler, and their Tory marauders crossed the wilderness in their incredible marches to and from Canada in 1776, 1778, 1780, and 1781, first to escape persecution as Loyalists, and later to attack, burn, and lay waste the homes of their old neighbors in and about Johnstown in the Mohawk Valley.

Today this route, except for the modern highway, is hardly less wild and primitive than in the days of Sir John and his Tory followers. The river, fed by mountain streams, is usually a babbling brook, flowing gently among boulders and pebbles and over the water-rounded ledges in trickling waterfalls, but melting snow or heavy rains make it a foaming torrent. Above rise the mountains cloaked in the varied shades of pines and hardwoods, and known to hunters as the haunt of deer, rabbit, red fox, raccoon, and an occasional bear. The big timber wolf and catamount have long since vanished into the mort distant northern wilds. There are only a few lonely dwellings, an occasional isolated farm with fields of corn and grain in the shadow of a frowning peak. It is a country where a farmer must be versatile, for to eke out a living he must turn his hand to whatever work is to be had: winter trapping in the hills, wielding an ax in a lumber camp, or laboring at road construction.

At 49.0 *m.* the Warren-Hamilton boundary line is reached.

To make a loop tour back to Warren County, continue on State 8 to junction with State 30, 8.5 *m.*, then left through Wells to Northville, 29.5 *m.*, again left on a paved road along the Sacandaga Reservoir, past the great Conklingville Dam to Lake Luzerne, 49.5 *m.* (*see Tour 5*).

For an alternate loop tour continue on State 8 beyond the County line to Speculator, 19 *m.*, then right on State 10 to Indian Lake, 46 *m.*, then right on State 28 to North River, 57.5 *m.* (*see Tour 4*).

Tour 3

Lake George to Warren-Essex County Line; State 9N. 33.3 *m.*
Two-lane macadam highway open throughout year.

State 9N, one of the most scenic routes in the vast Adirondack State Park, rolls and dips for thirty miles along the steep, rocky west shore of Lake George. The first half of the route passes through rolling foothills where fine estates, smart hotels, and summertime villages border the west shore of the lake. Then rising over a high pass behind Tongue Mountain, which thrusts its precipitous ridge far out into the lake to form Northwest Bay, the road swoops down to the curving lakeshore at Hague. Once more it follows the lake shore till it approaches Rogers Rock which rises precipitously to bar the way at the Essex County border.

LAKE GEORGE, (331 alt., 803 pop.) (*see Lake George*), at the junction of US 9 and State 9N, long a much frequented Adirondack summer resort, is now becoming known also as a winter playground.

Between Lake George Village and Bolton, State 9N is a winding, tree-lined drive past big, box-like, frame hotels, cottage colonies, and large estates sometimes called "Millionaires' Row." With changing fortunes and fashions, newcomers have replaced some of the old families, but people prominent in industrial, financial, or professional circles still have sumptuous estates along the Bolton Road. Their homes and grounds are well hidden from the highway and the waters of the lake. Only entrance lodges, a glimpse of spacious lawns, or boathouses on the shore that house luxurious cabin cruisers and sleek speed boats give some hint of the character of the houses concealed by tall trees.

At 0.4 *m.* is the junction with US 9.

At 2.8 *m.* (R) is the entrance to HEARTHSTONE POINT STATE CAMPSITE, not pretentious but orderly, well regulated, busy. Here are provided free sanitary facilities, running water, and 350 fireplaces and tentsites along 2,000 feet of lakefront and up the pine-clad slope on both sides of the highway. In summer tents and trailers of all shapes and sizes cling to the slopes along the network of roads, while smoke rolls from cooking fires, and campers in bathing suits or slacks go back and forth between tents and bathing beach. Automobiles bring transients to the picnic grounds along the lakefront where bulging baskets rest on tables or beside tall pine trees.

At 4.2 *m.* is DIAMOND POINT, a resort village with a stone church, two-room school, and public library.

At BOLTON, 8.3 *m.*, is an intersection with an unmarked paved road.

Left on this road 1.5 *m.* is TROUT LAKE (791 alt.). The lake, about one and one-half miles long and 469 feet higher than Lake George, is a popular resort center.

The MADAME SEMBRICH MEMORIAL, (*open 10-12:30, 2-5:30, July 1-Sept. 15*) 9.3 *m.* (R), at the end of a tree-bordered lane, is a simple, one story, stucco studio with large arched windows. It was used as a retreat by the noted opera singer from 1924 to 1934. Since 1937 it has been open to the public; it houses a library of music and books in various languages, etchings, photographs, and other momentos of Madame Sembrich's operatic career. Surrounding the studio is a 41-acre estate extending to the lake shore.

Marcella Sembrich (1858-1935), Polish-American opera star, was born in Galicia and died in New York City. After study and a successful career in Europe, she appeared at intervals in the United States, singing with Caruso at his debut, and achieving renown on the operatic stage. She retired in 1909, engaged in American-Polish relief work during the World War, and spent much of her later life in America.

BOLTON LANDING, 10.0 *m.* (360 alt., 600 pop.), the largest village along the west shore of Lake George, triples its population in summer. State 9N is its main thoroughfare, a typical resort street of stores, filling stations, restaurants, tourists homes, and cottages. In season it is busy with cars from many states and with vacationists in all manner of formal and informal attire. The village has some farm trade, but its main business is serving visitors to whom it offers a planned program of sports. In August are held the Sagamore Horse Show, the Mohawk Valley Kennel Club Dog Show, and the Sagamore Golf Tournament. Between the highway and the lake at the southern entrance to the village are the municipal park and beach, bathhouses, diving pier, and facilities for shuffleboard, tennis, and quoits. Off the park are fine trout fishing and magnificent scenery.

Beyond Bolton Landing, the highway enters the rugged, sparsely peopled wilderness, and looks out across Northwest Bay to the towering forested heights of Tongue Mountain. Hidden behind its steep, rocky sides are the many islands that dot The Narrows. Early in 1941 the site of an Indian village was definitely located in this region, probably a summer camp to which hunting and fishing parties returned year after year. It is anticipated that careful research will bring to light many Indian artifacts and throw new light on the life of the early inhabitants who dwelt here before the white man came to the shores of this lake.

At 14.5 *m.* the road rounds the end of the bay and soon begins to ascend the valley of Northwest Bay Brook.

At 15.7 *m.* is a sign (R) designating State lands and close by is the south entrance to BRIDLE PATHS and FOOT TRAILS of the Tongue Mountain trail system.

Horses are available at Bolton Landing and may be ridden over the ten miles of bridle path that lead along Northwest Bay Brook and the farther shore of Northwest Bay, up the steep slope of Tongue Mountain, and along its ridge to Deer Leap, connecting with State 9N at 5.5 *m.* On top of the ridge, at points that offer exceptionally fine views along the bridlepaths, are three lean-to shelters. Hiking trails extend far beyond the bridle paths.

The GEORGE WASHINGTON MEMORIAL FOREST, designated by signs at 15.9 *m.* and 16.5 *m.*, is a State reforestation project whose lusty, closely planted small pine trees border the road for more than a mile. Climbing steadily the road passes the entrance to a C.C.C. Camp at 17.0 *m.* (L) and at 21.1 *m.* (1,109 alt.) reaches its summit in a pass between FIVE MILE MOUNTAIN (2,258 alt.) (R) and CATAMOUNT MOUNTAIN (2,304 alt.) (L). These timbered heights prevent any extended view. On the level stretch just beyond the summit is another sign at 21.2 *m.* indicating the north entrance to the TONGUE MOUNTAIN TRAIL SYSTEM (*see above*).

Right on the main hiking trail to Montcalm Point, 8.7 *m.*, at the far tip of Tongue Mountain, passing over the summit of Five Mile Mountain and other lesser peaks along the ridge. The views are magnificent: Lake George, its islands and bays below, the mountains surrounding it, and in the distance the Green Mountains of Vermont and many high Adirondack peaks. From the main trail, paths lead down to the shore of The Narrows, one of them at French Point, and there is the bridle path to Northwest Bay that is connected by a hiking trail along the shore to Montcalm Point. The northern part of the trail has been developed for cross-country skiing.

Beyond the summit State 9N descends sharply for two miles at a grade sometimes as steep as 12 per cent. This stretch of road, known as the Tongue Mountain Highway, recently completed at a cost of $2,000,000, bridges the barrier between the two sections of Lake George's western shore and provides a well paved, scenic through route, open for travel at all seasons.

At 23.2 *m.* is SABBATH DAY POINT (330 alt.), a low, grassy cape. The name is said to result from General Amherst's having ordered religious services when he made a Sabbath Day halt here with his army in the summer of 1759 on his way to take Fort Ticonderoga and build great fortifications at Crown Point. At all events, the point was frequently used

as a camping place by military expeditions during the Colonial and Revolutionary Wars.

At Sabbath Day Point is a junction with an unmarked dirt road.

Right on this road 0.5 *m.* are the two-story, white-painted summer hotel and its close nestling cottages that give the place a quiet, rural aspect. Looking from the tip of the point one sees DEER LEAP (1,540 alt.) rising precipitously to the right, forested ELEPHANT MOUNTAIN (1,954 alt.) looming up across the lake, backed by the silhouette of BLACK MOUNTAIN (2,665 alt.), and AGNES ISLAND, a dark green mass of foliage that seems to float on the water, with the gap between HOG BACK (1,655 alt.) and SPRUCE (1,917 alt.) MOUNTAINS beyond it.

At SILVER BAY, 25.3 *m.* (360 alt., 200 pop.), with its general store, post office, and information bureau, all under one roof, and a surrounding cluster of cottages, is a junction with an unmarked dirt road.

Right on this road 0.5 *m.*, past summer homes, are the buildings of the SILVER BAY ASSOCIATION. A huge, three-story main building with many dormer windows rises in the center of the sloping greensward surrounded by several cottages, a library, stone chapel, and, on the shore of the lake, a bathing pavilion.

For ten weeks between mid-June and the end of August the Association holds a series of religious and educational conferences under the sponsorship of the Y.M.C.A. and Y.W.C.A. In attendance all summer are 300 to 400 girls and boys of college age led by older members of the sponsoring bodies. Often 1,000 persons attend the summer conferences, but bathing, boating, fishing, tennis, and other sports are not neglected. For a number of years the Association property on Lake George has been the scene of year-round activity, for in winter the buildings have been used by the Silver Bay Preparatory School.

HAGUE, 29.0 *m.* (330 alt., 300 pop.), is a busy summer resort on circular Hague Bay. Its hotels, with the big breezy porches so typical of Adirondack hostelries, look across the dark blue waters of the lake to forested peaks that bulk large against the eastern skyline. For its warm-weather visitors, Hague provides facilities for bathing, boating, fishing, hiking, golf, tennis, and in the evening, special orchestras for dancing.

In June 1904, there suddenly appeared off Hague the terrible Lake George "monster." Its rumored presence had been pooh-poohed the previous season, but when it actually became visible, its menacing advance created panic in a flotilla of launches and rowboats returning from a children's party on a nearby island. Spectators on shore flung themselves

between the dragon and his prospective victims with a courage and chivalry reminiscent of knighthood in flower, but nobody made an attack upon the horrifying prodigy or even approached to inspect it closely. Small craft nearest to the sea serpent made for shore "with a unanimity that was startling." When the story broke in newspapers all over the east, thousands crowded trains to Lake George for a glimpse of the beast. But the fabulous form had made its last appearance. Brain child of Harry Wilson Watrous, noted artist and summer resident of Hague, it became known only in later years that the gargantuan monster had been fabricated out of papier-mache and operated by wires from the lakeshore.

North of Hague, State 9N runs through heavy timber and passes the so-called INDIAN KETTLES, 31.4 *m.* (R), a rock ledge on the lakeshore at the level of the road, pitted with several potholes, one to three feet in diameter and one to twelve feet deep, probably of glacial origin. The name stems from a local tradition that Indians used the depressions to prepare food. A pathway around the north end of a log "dine and dance" pavilion leads to the Kettle rocks.

State 9N continues north to Ticonderoga, 38.1 *m.*

Three loop tours back to Lake George from Ticonderoga:

1. Retrace State 9 to Hague, 9.1 *m.*, right on State 8 (*see Tour 2*) to Chestertown, 30.1 *m.* and left on US 9 to Lake George 48.1 *m.*

2. Start north on State 8-9N-22, but turn left on State 73 just beyond Moses Circle. This scenic mountain highway skirts the shores of Eagle and Paradox Lakes and intersects US 9 at 19 *m.* Left on US 9 (*see Tour 1*) to the Warren County line, 27 *m.* Continue on US 9 to Lake George, 57 *m.*

3. Turn right on State 22 from Moses Circle and south along the narrow upper end of Lake Champlain, to Whitehall, 25 *m.* Right on US 4 to Hudson Falls, 46 *m.*, right on State 32B to Glens Falls, 49 *m.* and right on US 9 to Lake George, 58.3 *m.*

Tour 4

Warrensburg to North River (Warren-Hamilton County Line); State 28. 24.3 *m.*

Two-lane macadam road open throughout year.

Accommodations in villages only.

State 28 is a mountain highway through a section of Warren County now being opened up as a resort area. Only recently has the last link of State 28 been completed to make a direct route northwest from Warrensburg. More scantily populated now than in lumbering days, it is a land where people live on isolated farms and in small villages. The region has long been favorably known to hunters, fishermen, and lovers of outdoor sport generally, and North Creek has lately become the most important winter sports center in the southern Adirondacks. Johnsburg and Wevertown have developed dude ranches and farm tourist homes.

The first part of the route ascends the Upper Hudson Valley, so narrow and so closed in by timber heights that it is best described as a canyon. Beyond the Glen the road leaves the river, which swings in a wide bow, while the highway, like a bowstring, travels directly across high mountainous country. Near Austin Pond it crosses a divide from which the streamlets flow north and south to the Hudson. At North Creek State 28 comes back to the river valley, here a little broader, but surrounded by the highest mountains in the County.

Tall mountains and a generally high elevation, make ideal conditions for skiing; unproductive farms and idle lands provide an incentive for offering farm home accommodations; wide spreading hills and woodlands give dude ranches plenty of elbow room; and now the last link of State 28, a direct paved highway, has been completed. Only this means of ready access was needed to bring prosperity to the permanent residents in the wake of a growing stream of visitors.

WARRENSBURG, 0 *m.* (700 alt., 1,500 pop.), is an industrial and resort village occupying the north bank of the Schroon River (*see Tour 1*).

From the outskirts of Warrensburg US 9 combines with State 28 to their junction at 2.8 *m.* Bear left on State 28, a paved road which parallels the east bank of the Upper Hudson. The valley is narrow, its timbered slopes skirting the roadsides. Here and there the river has cut off a mountainside to form palisades like those of the lower Hudson Valley. The few homes are mostly weatherbeaten, four- or five-room dwellings, with sometimes a chinked log cabin, a reminder of pioneer days. There are

On Tour

MILL STREAM ON ITS WAY TO THE HUDSON

THE HUDSON SKIRTS A SNOW-CROWNED HILL

Courtesy New York State Division of Commerce

ADIRONDACK WINTER ROAD

Courtesy New York State Division of Commerce

THE BULWARKS OF FORT GEORGE STILL STAND

Photo by John J. Vrooman

MONUMENT TO SAINT ISAAC JOGUES, LAKE GEORGE BATTLEGROUND STATE PARK

LAKE CHAMPLAIN (L), MOUNT DEFIANCE, LAKE GEORGE

LAKE GEORGE

IN A TRAILER CAMP, AT LAKE GEORGE BATTLEGROUND STATE PARK

CORRAL TALK

BRANT LAKE IN THE MOUNTAINS

LAKE LUZERNE

MONUMENT TO SOLDIERS AND SAILORS, GLENS FALLS

no large barns, no extensive cleared lands, for there is little or no farming in this rocky ravine. Its inhabitants drive away to work, and since the old dirt road has been replaced by a modern highway, summer cottages have begun to appear along the river.

At THE GLEN, 7.9 *m.* (760 alt.), the road bridges the Hudson to an intersection (L) with the road to Athol, Thurman, and Stony Creek (*see Tour 6*). There are a few homes and a frame summer hotel under shade trees on the bank of the river.

State 28 here climbs the steep bank of the Hudson and strikes cross-country through thinly settled rolling uplands, winding around the lower slopes of the hills and up little brooks which flow southward into the Hudson, to the intersection with State 8 (*see Tour 2*) at WEVERTOWN, 13.7 *m.* (1,074 alt., 150 pop.), a rural village. This is a region where dude ranches are being developed in the wide open spaces, on the shores of lakes or on mountainsides. A converted farmhouse may be the main building with cabins or lodges nearby, or there may be a central log building surrounded by log dwellings. All are alike in that they feature an active outdoor program — horses (often 30 of them with cowboy instructors), tennis, badminton, rifle range, sand beach, canoes, bicycles, shuffleboard, and trout, bass, deer, bear, and small game in season.

The EBEN E. REXFORD MONUMENT, 15.5 *m.* (L), triangular shaped and built of native cobblestones, stands in front of a farmhouse to mark the place where the author of *Silver Threads Among the Gold* was born on July 16, 1847.

The road continues upward till it reaches an altitude above 1,300 feet at 17.0 *m.* as it approaches AUSTIN POND (R). There it descends to NORTH CREEK, 19.4 *m.* (1,002 alt., 650 pop.), on the Hudson, the largest village in the northern part of Warren County. This trading center for hamlets and isolated farms in the surrounding mountains is the northern terminal of the Adirondack Division of the Delaware and Hudson Railroad. Here also is the junction (R) with State 28N.

A mountain village with a pastoral aspect, North Creek is in the big woods of the Upper Hudson Valley, surrounded by the highest peaks in the County. Now that the lumber industry no longer provides much work or profit, the village, by virtue of its natural terrain and dependable winter weather, has in recent years become the winter sports center of the southern Adirondacks. Nine ski trails of varying degrees of difficulty make white ribbons down the slopes of Gore Mountain (alt. 2,995), while a park of open slopes, called Over the Ridge, is a 250-acre tract near the village. On week-ends favorable for winter sports, snow trains puff into the North Creek terminal, filled with sports enthusiasts. At other seasons

also it is a busy place, for it is the largest shopping center in the region of dude ranches, and the hub of a section that attracts more fishermen and hunters than any other part of the County.

North Creek appeared in the headlines in 1930, because of Samuel L. Coplon, who first came to North Creek in 1904, a Spanish-American War casualty seeking health in the clear, pine-scented mountain air. He remained for two years, during which time he operated a general store, and in trading with the hill families learned that broods of 15 children were not unusual. He knew that youngsters who walked six miles to school on snowshoes might have plenty of salt pork and potatoes, but very few luxuries or toys.

Returning in 1906 to his regular job as a toy salesman, Coplon, with the aid of his business associates, before Christmas time collected a goodly stock of the things children hope to get from Santa Claus. Unostentatiously he journeyed to North Creek with Christmas cheer for the children of the hills. Establishing his headquarters at the Braley and Noxon Hardware Store, Mr. Coplon returned each year, on the same errand, but it was not until 1930, almost a quarter of century later, that the story broke in newspapers all over the country. Then it was told how priests, ministers and organizations gave him lists of poor families and helped to spread joy over several Adirondack counties.

In 1936 Mr. Coplon transferred his headquarters to the nearby village of Bakers Mills, but his stay there was short. Advancing years were taking their toll, and the Christmas of 1937 was the last on which Coplon made his rounds as the Santa Claus of the Adirondacks.

Beyond North Creek the highway follows the west bank of the Upper Hudson, a narrow stream, docile in the summer but inclined to rampage in the spring and even to toss blocks of ice upon the highway.

At 22.7 *m.* is a free picnic site, equipped with tables and benches in a cool pine grove. Nearby is a colony of Adirondack tourist cabins, some of them equipped with kitchens and outdoor fire places that serve both over-night tourists and others who remain for their entire vacation.

At 23.6 *m.* (L) is the junction with a good dirt road.

> Left on this road is a five mile ascent of 1,600 feet. It is plowed after snow storms and kept open all winter, but is so steep that in freezing weather chains are essential. Paralleling a tumbling brook it passes a LUMBER CAMP that produces railway ties, fence posts, and red pine lumber. At the end of the road is the BARTON GARNET MINE. Rock containing garnet is quarried and processed for use as an abrasive. Only a few gem stones are found, but they may be purchased in the rough by visitors for cutting and mounting (*see Commerce and Industry*).

From the Garnet Mine parking places, it is a ten minute walk up a foot trail to a lean-to at the head of the GORE MOUNTAIN SKI TRAIL SYSTEM. Nine trails wind down the slopes of this great bowl, with such a wide variety of terrain that sport is provided for the novice, intermediate or expert skier. The system is under the sponsorship of the Gore Mountain Ski Club, in which membership is open to anyone interested in winter sports. There is a three-link ski-tow in operation on week-ends, and an annex of the North Creek American House provides refreshments, hot foods, and warm shelter (*see Sports and Recreation*).

NORTH RIVER, 24.2 *m.* (1,000 alt., 200 pop.), is a tiny mountain community on the boundary of Warren and Hamilton Counties. There is good hunting country roundabout, but the chief means of livelihood for the villagers is providing accommodations for ski fans. Here also is a junction with a dirt road.

Left on this road is THIRTEENTH LAKE, 5 *m.* In a mountain setting, the lake is two miles long and one-half mile wide. Scattered camps skirt the shores and the trout fishing is good. Above the lake (L) on the flank of Gore Mountain is the Hooper Garnet Mine, similar to the Barton Mine.

The Warren-Hamilton County Line is at 24.3 *m.*

For a loop tour, return on State 28 to junction with State 28N at North Creek, 4.8 *m.*, and turn left to bridge the Hudson at 5.1 *m.* The Warren-Essex County Line is reached at 10 *m.*; at 10.4 *m.* turn right to Olmstedville. Leaving the village, turn right at 11.9 *m.*, cross the line back into Warren County at 13 *m.*, and continue to junction with US 9 at Pottersville, 17.8 *m.* (*see Tour 1*).

Tour 5

Lake George to Glens Falls via Lake Luzerne; State 9K and County Road. 28.4 *m.*

Two-lane concrete and macadam road open throughout year.

Between Lake George and Lake Luzerne State 9K winds through a narrow valley of undulating green fields and wooded hills walled in by forested mountain ranges, a valley that is really a continuation of the deep basin of Lake George. Much of the route is dotted with cottages rented to summer visitors who go to Lake George or Lake Luzerne for play. Nearer to Lake Luzerne are several small lakes, some encircled by woods, around which have been developed a summertime playground of cabins, cottages, and dude ranches. Beyond Lake Luzerne, the most important resort on the route, a county road follows the broader valley of the Upper Hudson close to the river for a few miles, turns abruptly east to wind over a spur of the Luzerne Mountain range, and again parallels the river to Glens Falls.

State 9K was a tributary to the Northern Turnpike, now US 9, in that quarter century of rapid Adirondack development after 1800. Like many another early highway it was at first a wood road, little more than a wagon trail, stump-studded and rutted. Over it hides for the tanneries, lumber, potash, and supplies were dragged by wagon or sleigh.

After the forests had been destroyed, it was improved as a dirt road, over which farmers sent their produce to market. With the coming of the automobile, it became a modern State highway, and agriculture, never very successful, gave way to resort development.

Today the region along State 9K is returning to what it was before the advent of the white man and forests once more clothe its rolling hills. Except for a few cabin colonies, dude ranches, roadhouses, tourist homes, and cottages, there is not much to break the continuity of woodlands and their mountain backdrops.

From LAKE GEORGE, 0 *m.*, start south on US 9 (*see Tour 1*) to junction, 1.5 *m.*, with State 9K, and turn right.

LAKE VANARE, 7.0 *m.* (R), is a crescent-shaped pond with a two-story hotel, private camps, roadside restaurants and tourist cabins on or near its shores. A 9,000-acre dude ranch has its main buildings on the north shore. There is bathing, boating, fishing, and horseback riding.

LAKE FOREST and LAKE ALLURE (L) on Adirondack State Park land and several privately owned ponds are close to the road for a few miles, and on their shores are camps, cottages, and dude ranches that pro-

vide boats, tennis courts, riding horses, and other recreation facilities. At 9.5 *m.* (R), where the road comes out into a broadening valley above Lake Luzerne, are the STONE MOUNTAIN SKI TRAILS. Novice and intermediate trails and open slopes are on the west side of the mountain, a novice open slope plainly visible from the highway.

LAKE LUZERNE, 12.3 *m.* (635 alt., 800 pop.), is a summer and winter resort community that more than triples its population in the summer season. Hotels, restaurants and souvenir stands rub elbows with modest dwellings on the tree-lined streets that slope down from the high ground beside the lake to the flats bordering the confluence of the Hudson and Sacandaga Rivers. The resort business, a little farm trade, some local manufacture and the paper mills at Corinth provide a livelihood for the people of the village. There are band concerts in summer and a golf course just across the Hudson in Hadley.

Lake Luzerne was settled in 1770 by Tory followers of the Loyalist brothers, Edward and Ebenezer Jessup, big speculators in Adirondack lands. The settlement was destroyed in 1777 by General Gates, but after the Revolution, new settlers soon rebuilt Lake Luzerne. In its early days the embryo settlement developed its own sawmills and also traded with the lumberjacks who herded the spring drives from the north past this little town. Other industries of the times were gristmills, clothing works, and a tannery.

With the waning of the lumber business, the community became a small trade center for the backwoods farms that for a few years occupied the lands stripped by the reckless tree butchering of get-rich-quick loggers. As agriculture also declined, the village began to realize that serving summer visitors, attracted by the scenic beauty of its woods and waters, offered the greatest hope of lasting prosperity.

In 1832 the lone tavern of Luke Fenton was supplemented by the opening of Rockwell's Hotel. The Riddle House, The Wayside, and others followed. As the picturesque but slow and uncomfortable stage coach gave way to railways and automobiles, Lake Luzerne and its neighboring communities joined the race for summer and winter patronage by providing varied facilities for outdoor play and indoor diversion — golf, tennis, bathing, hiking trails, picnic sites, parks, dude ranches, cabin colonies, tourist homes, roadhouses, and hotels.

The recent demand for winter sports has brought such new facilities as ski trails on Stone Mountain, Constitution Mountain (1,440 alt.) and across the Hudson on Mt. Anthony (1,664 alt.); a skating rink and harness racing track on Lake Luzerne; and a toboggan slide on the west slope of Stone Mountain. Sponsored by the Lake Luzerne-Hadley Ski Club, there are active winter sports that appeal to the youthful enthusiasts who

have spare energy to work off; for the less active who prefer to be spectators, there are trotting races on the ice of Lake Luzerne.

Climbing steadily, but by easy grades, the highway, at 22.0 *m.*, reaches a summit of the Luzerne Mountains. Ahead lies the valley of the Hudson River, which deviates from its north-south course at Corinth to cut its devious way east to Hudson Falls through a mountain gorge, with precipitous cliffs at some points. Far into the distance the course of the river may be traced as bits of silvery ribbon winding in and out among the hills as far as the eye can reach. Beside it Glens Falls appears in miniature, its buildings mere white specks in the distance.

Dropping into the valley, the road passes a colony of little houses, almost identical in pattern, at 23.3 *m.*, near the SHERMAN ISLAND DAM, a hydroelectric development on the Hudson, operated by the International Paper and Power Company (*see Industry and Commerce*). The company-built homes along the highway above the dam and power station, are the living quarters of the workmen.

At 24.7 *m.* (R) is the junction with a dirt road.

Right on this road 0.9 *m.* is the SHERMAN ISLAND DAM and POWERHOUSE (*visitors admitted*). From the high bank, steps lead to the 70 foot concrete dam which stretches for 551 feet straight across the river and then curves like a horseshoe for the remaining 864 feet to the spillway at its southern end. A second flight of steps leads from the north end of the dam down to the powerhouse, built on steel piling driven through quicksand in the bed of the river. From the headworks of the dam, water is brought to the powerhouse thru a 3,600 foot V-shaped canal. Twelve huge penstocks carry the water into the powerhouse to turn the wheels of the four, 10,000 hp. turbines. Tied into the widespread network of the Niagara-Hudson System, Sherman Island is linked with Spier Falls, five miles upstream, and Feeder Dam, two miles downstream, in a hydroelectric development unequalled in New York State except at Niagara Falls.

At 28.4 *m.* is the intersection with US 9 at Monument Square in GLENS FALLS (345 alt., 18,836 pop.), the one city and chief business and industrial center of Warren County (*see Glens Falls*).

Tour 6

Lake Luzerne to Warrensburg; County Roads and State 418. 22.5 *m.*

Two-lane macadam road open throughout the year.

Accommodations limited except in summer months.

The route is paralleled by the Delaware and Hudson Railroad.

This tour winds through one of the most mountainous and least settled regions of Warren County. Timbered heights that sometimes reach down to the western (L) side of the road, are never far in the background. On the east (R) the Hudson, flowing between sand hills, occasionally spreads over a little meadowland, and across the river rise more mountains. There is not much level land for tilling or even for building. The permanent residents are few, and they do a little farming and lumbering, but mostly they cater to hunters, fishermen, and vacationists at the dude ranches, farm tourist homes, or summer camps. There are no large villages in the whole region and even tiny hamlets are few.

This is a country that attracted lumbermen during the boom days, but lost much of its population with the passing of that industry because there was little to take its place. Only recently have paved highways replaced some of the dirt roads, and some of the macadam roads are narrower than those in more traveled sections. The back country bordering the route is reached over dirt roads that end in bridle paths or foot trails heading into the wilderness of wooded mountains where unfrequented brooks flow from hidden lakes and ponds.

LAKE LUZERNE, (635 alt., 800 pop.) (*see Tour 5*), is the most important summer and winter resort in the southwestern part of Warren County. Starting from the corner of Main and Bridge Streets, 0 *m.*, cross the bridge over the Hudson River into HADLEY, 0.1 *m.* (630 alt., 300 pop.), in Saratoga County. Here is the Delaware and Hudson Railroad station that serves the sister villages of Hadley and Lake Luzerne. Some farm trade, a small concrete pipe factory, The International Paper Company mill in nearby Corinth, and catering to summer and winter visitors provide employment for Hadley's permanent residents.

STONY CREEK, 9.9 *m.* (810 alt., 100 pop.), is a crossroad hamlet with a few homes, a general store, and a big-porched, rural inn. Doubling its population in the warm months, the accommodations offered in the Stony Creek region are mostly farm tourist homes and summer camps along the river. Hiking, horseback riding, fishing, bathing, boating, range shooting, tennis, and other active sports are the main attractions.

At 18.7 *m.* is the junction with State 418.

Left on State 418, which climbs steeply, to ATHOL, 1.3 *m.* (800 alt.), a hamlet with an inn, post office, and general store, the largest center of population in the sparsely peopled town of Thurman (435 pop. in entire town). Here live some of the descendants of the original settlers who came from Athol in Scotland more than a century ago. At 3.3 *m.* is an intersection (R) with a dirt road that crosses a brook and goes north 4 miles to its junction with State 28 at The Glen.

The macadam road continues its winding, hilly way to THURMAN, 7.7 *m.* (1,311 alt.), a tiny hamlet with a post office and general store. This entire region was once more thickly settled than at present, with many a little farm on land cleared by lumbermen in the boom era. But in the high, narrow valleys there is only a short growing season between the tardy arrival of summer and the early autumn frosts, so that many farms have been abandoned. However, visitors find the cool summer nights and the beautiful scenery attractive, and the remaining inhabitants have a new source of income in catering to vacationists. This is a region of farm homes and dude ranches.

Tour 7

Glens Falls to Lake George; State 9L. 19.2 *m.*

Two-lane concrete road, open throughout the year.

This route traverses farm lands and an extensive resort area as it rolls and dips over the low, sandy hills north of Glens Falls and then skirts the mountains that rise above the eastern shore of Lake George. Beyond the city line the road passes through a new and growing suburban community: homes for city workers. Beyond that are the cultivated fields of truck gardens and dairy farms for a few miles before reaching the Lake George valley, a vacation playground with summer residences, tourists homes, camps, and hotels on the wooded mountain sides or along the shore of the lake.

Called locally Ridge Road, State 9L follows or parallels a route antedated in Warren County only by the first military highway, now US 9. Each of the Quaker pioneers staked out his claim to a goodly slice of land, thus spreading their little farm clearings widely across the sandy lowland, then covered by lofty pines. Today, except where reforestation projects have set out selected varieties, the uncultivated fields have grown up mostly to scrub pine, and there are few large trees.

Several communities flourished here during the era of the lumber boom, at least one of them outstripping in importance for a few years the village at Glens Falls; but by 1813 the forest had been felled, and thereafter the crossroad hamlets became only local farm centers. Blessed with a larger area of level, well-drained, arable soil and a longer growing season than any other part of Warren County, these lands, the first to be cleared, are still fertile enough to make farming profitable. This applies only to that part of the sandy plain that drains not into the Hudson River or Lake George, but directly into Lake Champlain, an area that includes Glen Lake, a mile and a half long, several smaller ponds, and also a few depressions that would form ponds of considerable size and depth were it not for subterranean streams that drain them.

The tour starts at the end of Ridge Street where it intersects Glen and Warren Streets in the heart of the shopping center of GLENS FALLS, 0 *m.* (345 alt., 18,836 pop.) (*see Glens Falls*). On Ridge Street at 0.6 *m.* (L) is the FRIENDS' MEETING HOUSE, a plain brick building that replaced the first meeting house built by Quaker pioneers farther out on the Ridge Road. North of the spreading suburbs are dairy farms with cattle grazing in the pastures and with grainfields and meadows spreading around comfortable farm houses, ample barns, and silos. There, too, are

truck gardens with their neatly planted rows and roadside vegetable stands.

QUEENSBURY, 5.1 *m.* (390 alt.), a little crossroads hamlet, is better known locally as THE ONEIDA, a name it acquired when Tom Hammond, an Oneida Indian, established one of its first stores in the days of its prosperity as a lumbering center. Today it has only a few houses, a gasoline filling station, a Grange hall, and a church. Here is a junction with a macadam road.

> Left on this road to LAKE SUNNYSIDE, 0.5 *m.* (R) (350 alt., 0.3 *m.* long), formerly called Round Pond, which has picnic grounds, bathing beach and pavilion, row boats along the southern and western shore. Cottages dot the low sandy hills across the water. At 0.9 *m.* the road crosses BAY ROAD and at 2.6 *m.* it passes a side road (L) leading (1.3 *m.*) to GLEN LAKE (*see Tour 1*), with FRENCH MOUNTAIN (1,522 alt.) (R) towering so close that its steep wooded slope hides the summit. At 3.7 *m.* is a junction with US 9 at the HALFWAY HOUSE (*see Tour 1*).

State 9L enters the ADIRONDACK STATE PARK at 5.5 *m.* just as it descends into a steep valley to cross a brook, rise over a low ridge and enter a hollow that would be a lake nearly a mile long but for the subsurface drainage. As it leaves this basin there is a junction, at 6.8 *m.*, with the last through crossroad, south of the mountains, between Lakes George and Champlain. Through more rugged country along the base of SUGAR LOAF MOUNTAIN (1,018 alt.) (R) the highway approaches the marshes at the head of WARNER BAY, the southeastern tip of LAKE GEORGE (water level 322 alt.) with BRAYTON, a little group of houses, overlooking them. Here, as the road turns sharply left across the marsh, is a junction with a macadam road at 11.3 *m.*

At 12.2 *m.* is the junction with a dirt road.

> Right on this road down a long, low point jutting into Lake George between Warner Bay and Harris Bay. At 0.8 *m.* is a junction with a road (R) that leads to the tip of SHELDON POINT 1.5 *m.* Straight ahead at this intersection the road leads to CLEVERDALE, a flourishing summer community with a post office, a few stores, a dance pavilion, and other recreation facilities including bathing beach and boats, and a large hotel near the tip of RIPLEY POINT, 1.7 *m.* Between the two points is SANDY BAY.

State 9L crosses the marshy tip of HARRIS BAY on a causeway and skirts the northern slopes of BURNT HILL to a junction with a dirt road at 13.0 *m.*

Right on this road, down a narrow strip of land along Harris Bay, is ASSEMBLY POINT, 1.6 *m.*, jutting far out into Lake George. Here is a VANTAGE POINT with a good view of the lake and of LONG ISLAND, which stretches across the mouth of Harris Bay. The road is lined with modest cottages, occupied by summer visitors, most of whom return year after year.

BAY ROAD intersects at 14.1 *m.* (L). It is a macadam road that parallels State 9L from Glens Falls, a more direct route, 9.6 *m.* to this point. The highway continues along the steep, rocky shore of Lake George, curves around the crescent-shaped base of FRENCH MOUNTAIN (1,522 alt.) and climbs its wooded slope to a height of more than 100 feet above the level of the lake.

At 15.5 *m.* is a junction with a macadam road which makes a very steep ascent up the mountainside.

Left on this road, which becomes a dirt road at the top of the steepest grade, is a high plateau at 1.6 *m.* with a hotel, "Top O' the World Lodge," (R) (900 alt.), a nine hole golf course (greens fee $1.00), tennis, shuffleboard, croquet, and other games. Saddle horses are available and there are bridle paths and hiking trails to the ridge of French Mountain. From the LONE PINE, close to the Lodge, there is an eagle's view outlook down the length of Lake George. In winter there are two ski tows, each of 1,200 feet. A descent with grades somewhat less steep may be made by continuing on the road, past the Lodge, which intersects with Bay Road at 3.0 *m.*

Completing its circuit of the northern bastion of French Mountain the highway passes through CROSBYSIDE, an extensive cottage colony, to an intersection, at 17.9 *m.*, with the Beach Road.

Right on this road, which skirts the long public beach, past the OLD DOCK, 18.4 *m.* (R), at which Abercromby in 1758 and Amherst in 1759 embarked their armies to sail down the lake on their way to attack Ticonderoga (*see French and Indian War*). Continue to junction with US 9, 18.9 *m.* and turn right into LAKE GEORGE VILLAGE, 19.1 *m.* (*see Lake George and Tour 1*).

Route 9L continues to the junction with US 9, 19.0 *m.* which leads right to LAKE GEORGE VILLAGE, 20.0 *m.* (*see Lake George and Tour 1*).

PART IV

Sports and Recreation

Adirondack Recreationland

WARREN COUNTY, with all of its territory, except the Glens Falls area, included in the Adirondack State Park, appeals especially to the vacationer and the sportsman. Its lakes and streams abound with fish; deer and other game are plentiful. Well-kept trails run through the forest preserve, over the pine- and spruce-clad mountains, up the lofty peaks. Long canoe trips can be taken with only short carries. On Lake George, which stretches for thirty miles along the eastern boundary of the County, and on many lesser lakes, there is boating of all kinds. For those who seek only rest, there are many resorts on the lakes and in the mountains. For those who prefer to journey by automobile, good roads reach the most picturesque spots. And in winter, under a lasting mantle of snow, the mountainous country provides keen sport for the skier.

Adirondack State Park, comprising 5,575,000 acres, includes the State-owned forest preserve of more than 2,160,000 acres, which is, with the exception of Yellowstone, the largest preserve in the United States. Miles of trails have been cut, and the many campsites established by the State were used by close to half a million persons in 1940. The park is protected by State rangers and fire wardens. Through its southern and eastern sections five mountain ranges — Luzerne, Kayaderosseras, Schroon, Boquet and the main Adirondack range — parallel one another. Within Warren County are some of the highest elevations in the State — Gore Mountain, 3,585 feet; Puffer, 3,480; Eleventh, 3,303; Crane, 3,254; and Baldhead, 2,920. Not far to the north, in Essex County, are the State's highest mountains — Marcy, 5,344 feet; McIntyre, 5,112; Skylight, 4,920; and Haystack, 4,918.

Creation of the park by the legislature in 1885 was the result of a hundred years of protest against uncontrolled lumbering operations and the slaughter of game. The slashing of timber began in 1763 when the first sawmill was installed in Warren County. Many other mills soon were erected, but the greatest damage was done when it became the practice to run logs down the mountain streams to mills on the Hudson River. The fish were killed by the plunging logs and the game that was not ruthlessly slain fled from the denuded hills. From the hills themselves, stripped of the protective trees, the rich soil was washed away by rains which caused irreparable erosion. At the middle of the last century, millions of feet of lumber were shipped each year from the Adirondacks.

Much of the blame for this condition attached to the Colonial, and later the State, government which made outright grants of land or sold it for trifling sums. Surveys were incomplete and boundaries ill-defined. Log-

gers invaded State lands and stole the timber. Speculators purchased land for a song, swept it bare of timber, and let great tracts, ruined by erosion, revert to the State for unpaid assessments.

Summer journeys to the Lake George region began about 1830 and vacationists and sportsmen presently spread out into the mountains. Writers among them wrote stories extolling the beauties of the Adirondacks and did much to attract public attention.

Conservation measures, ranging from scientific logging to the founding of a State park, were proposed by Governors DeWitt Clinton, John Adams Dix and Alonzo Barton Cornell, State Geologist Ebenezer Emmons, State Surveyor Verplanck Colvin, and Forester Franklin B. Hough. Two clergymen, John Todd and Joel T. Headley, visited the mountains in 1850, and stirred up enough clamor to bring about the first move against unregulated exploitation. This was accomplished that same year when the legislature prohibited sale of public lands on the Raquette River in Hamilton County for less than fifteen cents an acre. Years later the State paid seven dollars an acre for some of these lands in acquiring them for park purposes.

In 1868 Verplanck Colvin urged the creation of Adirondack Park. Dr. Franklin B. Hough, State Forester, in reply, expressed the opinion that the taxpayers never would provide a park "for the enjoyment of those who have time or money to spend on sports or woodland life."

The issue being pressed, a legislative commission in 1872 recommended establishment of a park. Eleven years later the sale of certain State lands in the Adirondack counties, including Warren, was prohibited. At the same time the first action was taken to purchase Adirondack acreage when the legislature voted funds to buy forest lands to which the State already held part title.

At this juncture New York City protested that its potential water supply would be endangered if the Catskill and Adirondack regions were turned into "open fields and pastures." This gave weight to a Senate Committee report holding that the State lands were of great value and that in the public interest the forests should be protected. Another Senate Committee then was named to determine how the State should obtain control of the forests — and the legislature suddenly became conservation-minded.

Out of many bills introduced, there emerged Chapter 283 of the Laws of 1885, providing that State lands in Warren and other Adirondack counties should be "forever kept as wild forest lands." In 1895 the main provisions of this law were incorporated into the State Constitution as an amendment; and in 1938 that amendment became Article XIV, Section 1, of the revised constitution, reading:

"The lands of the state, now owned or hereafter acquired, constituting the forest preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold, or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed, or destroyed."

This constitutional provision, still the subject of controversy between sportsmen and lumbermen who want crop forestry methods applied to all woodlands, public and private, has prevented the development of production forests by the State and has even interfered with road construction in forest preserves. But upon it the Conservation Department has erected Adirondack State Park wherein millions find healthful recreation, and wild life is preserved.

The information contained in the following pages is presented in a summarized form for the convenience of the hunter, fisherman, tourist, or vacationist who desires to avail himself of the recreational advantages of the County.

In addition to the other facilities listed, free tennis courts are provided in Glens Falls, Lake George, Bolton Landing, Warrensburg, and Chestertown. Hotels, summer camps, dude ranches, and many a tourist home boasts from one to half a dozen tennis courts. Camps and ranches make a special feature of tennis, with many cups or other prizes for tournament play. Glens Falls, in August, conducts an annual tennis tourney at the city play center, Recreation Field. Lasting a week, the tournament draws top flight racquet wielders from many sections of the resort area.

Horseback riding, another popular activity, is featured at dude ranches located in the Lake Luzerne, Stony Creek, Thurman, Johnsburg, and Warrensburg areas of the County. These bits of the Old West stable from 20 to 30 horses each, with cowboys as instructors and leaders of the rides over bridle trails laid out along country roads or through the woods. Resort villages number from one to three riding academies among their sport attractions. Hotels and summer camps usually have arrangements with a local stable to supply guest riders with mounts at scheduled times each day. Frequently hostelries and camps organize group riding over specially developed bridle trails.

Guides

FOR hunting and fishing trips in the less accessible areas, guides are available in the following resort communities:

Bolton Landing
Brant Lake
Kattskill Bay
Lake George
North Creek
North River
Pottersville
Sodom
Stony Creek
Wevertown

Hunting

AFTER fifty years of conservation better conditions possibly exist today for an abundance of game in Warren County than in the primeval wilderness. The forests are more open, giving game a greater range for food. Farms and woodlots provide refuge for animals who take to these types of covert. Muskrat, skunk, and raccoon are probably more plentiful than ever before; propagation and protection are bringing back game once practically extinct.

Fish and game clubs and the Conservation Department, working with the County Board of Supervisors, carry on a continuous program of stocking forest and field with game birds and small animals. There follows a summary of the various species of game native to Warren County and a note as to their relative abundance.

Deer and bear generally inhabit heavily timbered and mountainous areas. They are plentiful in the Thurman, Stony Creek, Horicon, and North Creek sections. Occasionally they are found in many other parts of the County, especially in the hills west of Bolton and Hague, and in the Luzerne Mountains. Sometimes deer wander to farms and even into residential areas.

The varying hare or snowshoe rabbit is found in forested sections and in woodlots in all parts of the county, but it is scarce. It does not hole up when pursued and so has been ready prey for the hunter and his dog.

Cottontail rabbits are farm and woodlot game, numerous everywhere except in the heavy timber and high mountain regions.

The grey squirrel and the red squirrel inhabit woodlots rather than the heavy timber, and are very numerous in all parts of the county.

Foxes, found in the big woods of the more remote areas, are fairly numerous.

The mink, like the fox, is not found in thickly settled areas but is quite common in the big woods.

The muskrat, skunk, and raccoon like farms and woodlots better than the deep forests. Muskrat are only fairly plentiful, but skunk and raccoon are said to be more abundant in the County today than in earlier times.

Beaver, on which there was an open season in 1940 for the first time in many years, are now quite abundant. They are stretching their domain from the backwoods to farm streams, and occasionally the flooding of fields and even roads necessitates destroying their dams. This may be done only with the express permission of the Conservation Department.

The ruffed grouse or partridge takes cover in forest and farm, has learned to be wary at the approach of man, and therefore furnishes excellent sport. Outside of well settled areas it is commonly found throughout the County.

Quail, once practically extinct, are being reintroduced. They prefer farm covert, and the shortage of this sort of refuge in Warren County tends to make the bob-white scarce. At present there is no open season on this bird.

Pheasants, which are native to the County, prefer farms. Some are bagged in the two weeks' open season, but they are not plentiful.

Black ducks and woodcocks are migratory birds. They are usually found in marshland around quiet ponds where they are fairly numerous. Occasionally a few are bagged in some of the bays of Lake George.

Besides the general regulations in regard to open seasons and bag limits, special restrictions are sometimes issued to safeguard the waning supply of a particular species. Therefore, the syllabus of laws revised each year and supplied with licenses, should be consulted.

Fishing

THERE are no less than fifty lakes and streams in Warren County where the disciples of Isaac Walton may find good sport. Bait and boats are available on most waters and equipment may be purchased in the larger resort communities.

The State fish hatchery at Warrensburg and the numerous fish and game clubs scattered throughout the County stock lakes and streams with millions of fish annually. An effort is made to liberate species which supply the best sport and to extend protection to any breed that seems to be in danger of extermination.

Following is a summary of the most important varieties of fish to be found in the principal lakes and streams of Warren County. It will be understood that this list by no means undertakes to include all the fishing possibilities in the County, nor does it attempt to indicate the density of the fish population in the waters listed.

Fishing regulations vary as respects size, creel limits, and open seasons for different species. Obtain a copy of the official syllabus relating to fish and game when license is granted. Otherwise write for a copy to the Conservation Department, Albany, N. Y.

Lakes and Streams	Nearest Motor Route	Size of Lake (Acres)	Kinds of Fish
Bear Pond	off US 9	15	Brook trout, bullhead
Beaver Dam Creek	NY 9K		Brook trout
Beaver Pond	NY 8	50	Yellow perch, bullhead, sunfish
Bird Pond	NY 28N	15	Brook trout, bullhead, sunfish
Brant Lake	NY 8	1,356	Brown trout, smallmouth bass, pike perch, largemouth bass, pickerel, northern pike
Burnt Pond	NY 8	38	Largemouth bass, yellow perch, pickerel
Clear Pond	NY 28	15	Lake trout, shiner, sunfish
Cod Pond	off NY 8	50	Pickerel, bullhead
Cook Pond	" US 9	10	Pickerel, largemouth bass, bullhead, sunfish

Lakes and Streams	Nearest Motor Route	Size of Lake (Acres)	Kinds of Fish
Cunningham Pond	" US 9	10	Pickerel, bullhead
Daggett Pond	NY 28	32	Yellow perch, bullhead, sunfish
Echo Lake	US 9	10	Northern pike, pickerel, pike perch, smallmouth bass, yellow perch, sunfish
Faxon's Pond	" US 9	10	Smallmouth bass, pickerel, bullhead
First Pond	NY 28	26	Brook trout
Friend's Lake	off US 9	435	Smallmouth bass, pike perch, northern pike, yellow perch, bullhead, sunfish
Fuller Brook	NY 8		Brown trout, brook trout
Garnet Lake	off NY 8	90	Northern pike, pickerel, pike perch, smallmouth bass, yellow perch, sunfish
Glen Lake	" US 9	288	Smallmouth bass, pike perch
Glen Lake Brook	NY 8 NY 28		Brown trout
Harrisburg Lake	" NY 418	280	Brook trout
Highpoint Brook	" US 9		Brook trout
Holmes Creek	" US 9		Brown trout
Hudnut Pond	" NY 28	10	Brook trout, rainbow trout
Hudson River	" US 9 NY 28 NY 418		Brown trout, brook trout, smallmouth bass, largemouth bass, yellow perch, pike perch, calico bass
Humphrey Lake	" NY 28	10	Brook trout, bullhead, sunfish
Kibby Pond	" NY 28	50	Brook trout, brown trout
Lake George	US 9 NY 9L NY 9N	28,441	Lake trout, brook trout, smallmouth bass, landlocked salmon

Lakes and Streams	Nearest Motor Route	Size of Lake (Acres)	Kinds of Fish
Lily Pond	" NY 8	57	Largemouth bass, sunfish
Lizard Pond	off NY 8	20	Yellow perch, sunfish
Loon Lake	US 9	582	Smallmouth bass, northern pike, pike perch, yellow perch, rock bass, bullhead
Mill Creek	NY 8		Brook trout
New Lake	" NY 8	25	Brook trout
North Creek	NY 8 NY 28		Brown trout, brook trout
Palmer Pond	US 9	15	Yellow perch, bullhead
Puffer Pond	" NY 28	33	Brook trout, shiner
Round Pond	" NY 8	70	Northern pike, largemouth bass, smallmouth bass, sunfish
Sacandaga River	NY 9K		Brown trout, brook trout, rainbow trout
Schroon Lake	US 9	4220	Smallmouth bass, yellow perch, rock bass, smelt, shiner, bullhead
Schroon River	" US 9		Brown trout, pike perch
Smith Pond	US 9	40	Northern pike, smallmouth bass
Thirteenth Lake	" NY 28	326	Lake trout, brook trout
Trout Brook	NY 9N		Brown trout, brook trout
Trout Lake	NY 9N	256	Smallmouth bass
Valentine Pond	US 9	96	Northern pike, smallmouth bass, yellow perch, sunfish
Warner Pond	off US 9	26	Largemouth bass, sunfish
West Brook	US 9		Brook trout, rainbow trout
Wolf Pond	NY 9K	15	Brown trout, brook trout, rainbow trout, sunfish

Bathing

IN the warm months bathing is the most universal of sports in Warren County. On every lake and on the Hudson and Schroon Rivers are sand beaches frequented by upwards of a hundred thousand visitors every summer. Besides swimming there are such water sports as canoe tilting, water ball, and diving.

In addition to the bathing places listed below there are numerous little ponds and swimming holes in brooks and streams. Some are easily accessible, while others can be found only by those who love to ramble afoot or on horseback far from the beaten path and perhaps take a quick dip in the chilly waters of a glacial pond half a mile above sea level on the upper slopes of the highest peaks. There are deep pools in trout brooks below waterfalls in the forest or where the streams amble lazily across sunny meadows. You may breast the rapids as you cross the Hudson or the Schroon at an unfrequented spot, or swim with the current into deep pools where overhanging ledges invite you to dive after you have thoroughly explored the depth of the waters below them.

These joys are for a few hardy nature lovers with ample leisure. The crowds go to developed resorts where the conveniences of bathhouse and shower, springboards and floats, are provided, where the banks offer both cool shade and sunny sands, and where the beaches shelve gradually and safely, and where life guards are on hand.

ROUND POND

Off US 9 about 4 miles north of Glens Falls.

Privately owned with facilities rented to the public at a small fee. Extensive beach, large bathhouse, dancing, music in casino, free picnicking (*see Tour 1*).

LAKE SUNNYSIDE

Off State 9L 5 miles north of Glens Falls.

Privately owned; use of bathhouse and beach open to public at small fee. Dance pavilion. Free picnic grounds (*see Tour 7*).

ASSEMBLY POINT — CLEVERDALE — KATTSKILL BAY

Summer resorts on the points of land that border the bays on East Lake George off State 9L. Sand beaches at hotels and summer camps. No public swimming places (*see Tour 7*).

LAKE GEORGE VILLAGE

Battleground Beach, head of lake, adjacent to Battleground Park and Battleground Campsite. Several hundred feet long and one of the most frequented sites in the county. No public bathhouses. Private bathhouse at western edge of beach.

Shepard Memorial Park, municipal beach, Canada Street, in the heart of village, swimming dock, diving boards, floats (*see Lake George Village*).

HEARTHSTONE PUBLIC CAMPSITE

On State 9N, 4 miles from Lake George Village.

Beach on Lake George, diving floats and bathhouses. Special section of beach for children (*see Tour 3*).

BOLTON LANDING

On State 9N. 11 miles from Lake George Village.

Municipal beach on Lake George, swimming dock and bathhouses. Many private beaches at hotels and cabin colonies (*see Tour 3*).

SABBATH DAY POINT — SILVER BAY — HAGUE

On State 9N. 28 miles from Lake George Village.

Busy hotel colony and summer camp resorts with Lake George sand beaches, swimming docks, and diving floats. All kinds of water sports (*see Tour 3*).

LAKE LUZERNE

On State 9K, 13 miles from Lake George Village.

Public beach on Lake Luzerne with swimming dock. No bathhouses. Hotels, summer camps, and dude ranches have beaches on Lake Luzerne, and on Lakes Forest and Vanare nearby (*see Tour 5*).

WARRENSBURG

On US 9, 6 miles from Lake George Village.

Municipal beach on Echo Lake within village limits. Bathhouses and diving floats (*see Tour 1*).

CHESTERTOWN — POTTERSVILLE — LOON LAKE — FRIENDS LAKE

Summer resorts located on or adjacent to US 9.

Sand beaches at hotels, camps, and cabin colonies on Friends and Loon Lakes (*see Tours 1 and 2*).

EAGLE POINT CAMPSITE

On Schroon Lake along US 9.

Almost a mile of sandy beach. Bath-house and diving float (*see Tour 1*).

BRANT LAKE

On State 8.

Beaches at hotels and summer cottage colonies. Swimming docks and water sports (*see Tour 2*).

JOHNSBURG — STONY CREEK — THURMAN

Along the Hudson River off State 8, 28, and 9K.

Several dude ranches and summer camps with beaches on the Hudson. Diving floats and all types of water play (*see Tours 2, 4, and 5*).

Playtime — Summer and Winter

ON THE BRIDLE TRAIL

CAMP ROTARY, LAKE GEORGE

Photo by John J. Vrooman

LIGHTENING CLASS BOATS IN A BREEZE

OUTBOARD MOTORBOATING, LAKE GEORGE

TENNIS MATCH, LAKE GEORGE CLUB

PRACTICE SWING

GILBERT AND SULLIVAN OPERA IS PRESENTED AT THE SUMMER THEATER, LAKE GEORGE

SHOVE OFF—THEY'RE BITING

Photo by John J. Vrooman

CAUGHT IN THE NET

Photo by John J. Vrooman

LEAN-TO SHELTER IN ADIRONDACK STATE PARK

Photo by John J. Vrooman

SNOW TRAIN BRINGS CITY SPORTS ENTHUSIASTS

Courtesy New York State Division of Commerce

TIME OUT FOR REST

Courtesy Work Projects Administration

AN UPHILL TRAIL

Courtesy New York State Division of Commerce

GELANDESPRUNG

Courtesy New York State Division of Commerce

SULKIES RACE ON THE ICE, LAKE GEORGE

Courtesy New York State Division of Commerc

SKATING AT BOLTON LANDING, LAKE GEORGE

SKATE SAILING

THE CATCH - WOLF, FOX AND HARE

Photo by Fred S. Streeve

NORTHERN PIKE

Boating

PRACTICALLY every type of boating for inland waters flourishes on the lakes and rivers of Warren County. Power boats, sight-seeing steamers, sailboats, canoes, and rowboats are to be found on Lake George, Lake Luzerne, Glen Lake, and on the reaches of the Upper Hudson and Schroon Rivers. The summer season brings regattas on several lakes, sailboat racing off the Lake George Yacht Club, and a great variety of sight-seeing trips. Skimming about the lakes in a tiny one-man canvas boat propelled by a double-bladed paddle is becoming increasingly popular.

Although few of the County's numerous lakes and ponds are connected by streams that make extended canoe trips possible, Lake George, Brant Lake, and Schroon Lake are all large enough to provide long canoe tours of exploration. Canoe-cruising outfits may be rented on Lake George. Campsites for the trip are available on State-owned lands along the lakeshore and on islands. An all day canoe trip may be made through Lake Luzerne, the Inlet, and Second, Third, and Fourth Lakes. These bodies of water are connected by winding streams overhung with a green canopy of foliage.

Rowboats, canoes, sailboats, and powerboats can be rented at most resorts. Hotels, summer camps, and dude ranches on the lakes and on the Upper Hudson provide boats and canoes to guests as a part of their recreation program.

A most important sight-seeing trip is, of course, the all-day steamboat tour through the 32 miles of Lake George described below. In addition, trips to Paradise Bay and other points on the lake are made by passenger-carrying power cruisers, and shorter excursions by 40-mile an hour speed boats.

LAKE GEORGE STEAMBOAT TRIP

Lake George to Baldwin, 32 miles. Steamer operates on a daily schedule (subject to change) June 15 to Sept. 15. Inquire at Lake George Village for time of departure. Many points of interest on the west shore of the lake are treated under Tour 3.

Set down among towering, forested mountains, Lake George is of glacial origin, fed by innumerable springs. As the boat sails down the 32 miles of blue-green waters a hundred miles of irregular shoreline unfolds before the eye.

Lakeside villages, elaborate summer homes, modest cottages, camps for boys and girls, smart hotels, and organized resorts fringe both sides of the

lake at the foot of the ever-present mountains. Big and little islands, a legendary 365 in number to match the days of the year, are set like emeralds in the lake. Most of the islands are in the Narrows along the eastern base of Tongue Mountain.

Although written history runs back but three hundred years, Lake George traditions extend into the dim, mythical past. In the days before the white man came, the war paths and hunting trails of Indian nations ran to and from its shores. In the Colonial Wars every mile of its rugged length and forested shores rang to the shouts and warhoop of warriors, both red and white. Armies of French, British, and Americans passed over its waters in boats or on the ice to return, flushed in victory or crushed in defeat. Ruined forts, battle monuments, and historic sites are today's evidence of these previous struggles.

The white-painted, double-decked, single funneled steamer whistles out of its dock with the morning sun shining over the wooded summit of French Mountain across the lake, leaving its steep western face in deep shadow. To the south is the monument-studded eminence of BATTLEGROUND PARK and the knoll once crowned with the first fortification in this region, FORT WILLIAM HENRY. In the west looms the tangle of docks and buildings of Lake George Village, with PROSPECT MOUNTAIN, the green scars of its ski trails plainly visible, rising above. Ahead lies a great stretch of water, dotted with islands, its farther expanse hidden in the distance behind misty blue mountains.

After three miles of passage between dark green headlands that sometimes overhang the waters and sometimes draw back a little to leave space for the cottages which peer from among the trees along the shores, the steamer approaches a broader expanse of lake and passes DIAMOND ISLAND (L), named for the quartz crystals found on its shores in the early days. The little islet was used as a military depot by Abercromby during the French and Indian War, and by Burgoyne in the Revolution. Americans, harassing Burgoyne's line of supply, attempted to capture the island but were driven off.

There is a legend that Diamond Island, during settlement days, was dreaded because of the thousands of rattlesnakes that lived there. Max Reid, historian of Lakes George and Champlain, tells of a settler who was passing the island with seven hogs in his boat. Scenting the snakes the swine almost capsized the boat as they took to the water and made for the island. Three years later the settler's son, whose curiosity as to the fate of the porkers had overcome his dread of the rattlers, armed himself with club and gun, donned high boots, and led an expedition to the island. There were no snakes and instead of seven hogs there were seventeen!

Transported home, some of the pigs were butchered and found full of rattlesnakes. Piglets, born to one of them a short time later, had rattles on their tails!

Almost opposite Diamond Island on the west shore is HEARTHSTONE POINT PUBLIC CAMPSITE (L), occupying nearly a half mile of shoreline but with a large part of the picnic section and the beach hidden among the trees.

LONG ISLAND (L), approximately four and a half miles from the head of the lake, is a mile of dark green woods, the largest island in the lake. So close is its southern tip to the shore of projecting ASSEMBLY POINT that they are almost joined. Long Island was often a camping site for expeditions during the Colonial Wars.

Adjacent to Long Island are bays which cut far into the eastern shore of Lake George. The points of land flanking the bays are scenes of much summer activity.

Through DUNHAM'S BAY (R), geologists think that an ancient river once flowed, whose waters, dammed back during the Ice Age, formed Lake George.

HARRIS BAY (R) received its name from the Harris family, a tough, hard fighting clan that lived along the lakeshore in a notably hard-bitten era.

VAN WORMER'S BAY (R), likewise, was named for a fighting man, a Dutchman who "got religion" in his declining years. According to Historian Holden, Old Jacob confessed to killing men "in the dwendies" during the Revolution, but, in only three instances "vos it murder; der rest vos killed in fair fight."

Circling into KATTSKILL BAY, bordered by summer hotels and tourist homes, the steamer heads across the northern point of Long Island to WESTSIDE. The building that looks like an English country home is the clubhouse of the LAKE GEORGE COUNTRY CLUB. Behind it the velvety greensward of the club golf course slopes upward.

Out of Westside the route again crosses the lake diagonally to the dock below the blunt headland of PILOT KNOB (2,078 alt.). The trees at the base of the mountain partially hide summer cottages and camps.

Crossing the lake once more, the steamer passes to the north of DOME ISLAND (L), highest in Lake George, and RECLUSE ISLAND (L), where the Jesuit Pere St. Bernard lived in seclusion after torture and escape from the Indians. Then it enters the broad and almost land-locked bay whose shores are occupied by the busy summer and winter resort of BOLTON LANDING. Along the shore to the south (L) at the bay's entrance may be caught glimpses of the palatial estates along "Million-

aire's Row." An impressive white mansion with tall, graceful columns is a fine example of the summer homes on the luxurious estates grouped in this region.

A few minutes out of Bolton Landing, the boat steams to the dock at GREEN ISLAND which is joined to the mainland by a short bridge. From the wharf a smooth, green lawn slopes gently to the gleaming white, circular, columned portico of the famous Sagamore Hotel.

Stretching away north of the island is NORTHWEST BAY (L), largest arm of the lake, overshadowed by the towering heights of TONGUE MOUNTAIN which projects three miles into the lake.

Twelve miles in a direct line down the lake the route enters THE NARROWS, perhaps the most charming part of beautiful Lake George. Green-robed mountains on east and west narrow the lake to a bare half mile. Dark-foliaged islands crowd the waters and leave only narrow passages for the steamer. The precipitous, wild, broken shoreline is unsuitable for cottages, hotels, or camps, and the scenery is as untouched and primitive as in the days before the white man came.

This is a historic as well as a scenic region. MONTCALM POINT (L), FRENCH POINT (L), RANGER ISLAND (L), and FLOATING BATTERY ISLAND (R) are names reminiscent of battle days. FOURTEEN MILE ISLAND (R), at the entrance to The Narrows, was the scene of a bloody skirmish between English and American scouts in 1779.

Today the 40 or more islands in The Narrows, almost all State-owned, are choice camping and picnic sites. The steamer here meets passenger motor cruisers, sightseeing speedboats and the rowboats and canoes of island campers. GLEN ISLAND (L), among the first group reached, houses the headquarters of the ranger in charge of island campsites.

PARADISE BAY (R), about two miles beyond the entrance to The Narrows, is a romantic cove on the east shore hidden by islands, a spot of great beauty frequented by sightseers.

Two miles beyond Paradise Bay the steamer passes west of the MOTHER BUNCH ISLANDS (R) which range from fairly large, dark green leafy patches to tiny rocky dots with one or two solitary trees. Fourteen of the islands are property of the State. The largest has been renamed Isle de Lac du St. Sacrement, after the name given Lake George by Father Jogues in 1646.

Rising above the east shore BLACK MOUNTAIN (2,665 alt.) (R) casts its vast dark shadow over the Mother Bunch Islands and the surrounding waters. A State-marked trail leads to the summit of Black Mountain where a fire tower provides a magnificent vista of woods and waters.

Almost directly across the scant mile of water from Black Mountain rises a sheer precipice called DEER LEAP because of the tradition that a hunted deer once leaped from its summit into the tree tops 1,000 feet below.

Twenty-three miles down the lake are the HARBOR ISLANDS (L), one of fair size, the rest little more than specks on the dark waters. Owned by the Paulist Fathers, the islands are used as a summer retreat. In July 1757, a party of 300 to 400 rangers, mostly recruits from New Jersey, were ambushed at the Harbor Islands by a horde of Outaouac Indians. Very few escaped death or capture. Father Roubaud, a Jesuit missionary, wrote a vivid eye-witness account of how they tortured their prisoners.

Reaching broader and more open waters the steamer turns toward the dock at HULETTS LANDING on the east shore. A large, frame hotel and its numerous cottages, like a brood of chicks about a mother hen, cluster among the trees on the narrow flatland at the base of Black Mountain which towers above the landing. Guests, in all manner of informal attire, group at the dock to see what the boat may bring.

Steaming again to the west shore, the route touches SABBATH DAY POINT, end of the eight-mile Narrows. Beyond the low cape State 9N, which to the north follows closely the west shore of the lake, can be seen making a white ribbon up over the high pass between Catamount and Nine Mile Mountains, to pass behind Tongue Mountain and return to the lake on the far side of Northwest Bay.

Hugging the west shore the steamboat next arrives at SILVER BAY, less than two miles beyond Sabbath Day Point.

Three miles out of Silver Bay the steamer enters the broad, circular bay at HAGUE, one of the busiest summer resorts along the west shore.

GLENBURNIE, across the lake from Hague, is a resort center of hotels and camps directly under ANTHONY'S NOSE (1,048 alt.), a mountain which, in profile, is said to be reminiscent of Mad Anthony Wayne.

From Glenburnie the steamer passes into a section of the lake widened by COOK'S BAY, across which row after row of mountain peaks loom against the skyline. In the foreground is ROGERS ROCK (1,078 alt.) (L), dipping steeply into the water, its lakeside face known as ROGERS SLIDE. Various legends relate how Major Robert Rogers the daring New Hampshire scout of the Colonial Wars, awed his Indian pursuers by eluding them at this sheer rock wall after the famous Battle on Snowshoes.

Passing the hotel community (L), between Rogers Rock and COOKS MOUNTAIN (1,230 alt.), the boat reaches its terminus, BALDWIN, 36 miles by steamboat route from the head of the lake. Busses, which supplanted the two-mile Delaware and Hudson spur line in 1934, take steamer passengers to Ticonderoga.

North of the docks and a few frame buildings at Baldwin, Lake George quickly narrows to THE OUTLET, which once carried its waters down a steep rocky bed over musical cataracts which gave the name *Carillon,* a chime of bells, to the French Fort where it enters Lake Champlain. Today almost all the water flows through penstocks into turbines which supply power for industrial and domestic use.

Camping

CAMPING has become a popular sport since the State has made available long stretches of the best water front on Lake George and Schroon Lake as free public campsites. Almost 100,000 visitors each year come to camp, picnic, or rest in the groves near the sandy beaches where many of them bathe. At the peak of the season it has been necessary to turn away thousands for lack of space, and therefore the State is planning to open the most extensive camping ground in the Adirondacks on the west shore of Lake George in the shadow of Rogers Rock.

Those who would prefer to camp in wilder sections of the Forest Preserve rather than in the well-populated public sites where some conveniences are provided, may do so by obtaining a permit from the district forest ranger at North Creek or from a local ranger stationed in most resort communities. To build a permanent tent platform, however, permission must be obtained from the Conservation Department at Albany. Simple regulations must be observed, especially in regard to sanitary conditions, fireplaces, and putting out campfires.

Hunters, fishermen and travelers may, under permit, build lean-tos or open camps in the big woods. They may be occupied for a reasonable length of time by hunters and anglers and for three days only by hikers. Travelers who use tents may camp on any State land for three days without a permit. This regulation allows many thousands of tourists each year to bivouac by the roadside wherever night overtakes them.

Other groups of tourists and vacationists put up at private camps or cabins of which there are many along Warren County's main roads. There are no camps designed specifically for trailers only, but these homes on wheels are readily accommodated at public and private campsites.

Most popular of all camping places are the 155 State-owned islands located principally from The Narrows north in Lake George. For information and two week permits address the State Forest Ranger, Glen Island, Bolton Landing, N. Y.

The lakeshore and island public camps are a boon to those who come by motor for canoeing, hiking, mountain climbing, and other outdoor sports. Here, also, may come picnickers for whom a special section with tables and fireplaces is set apart. These visitors also may use the bathhouses that are provided at bathing beaches at the public campsites. All prospective campers must register with the caretaker in charge. He will issue a two-week permit and assign them a site number. Rules and regulations, promulgated by the Conservation Department to safeguard campers and campsites, are conspicuously posted at caretakers' headquarters. Three of these public campsites are located on main highways of the County.

LAKE GEORGE BATTLEGROUND CAMPSITE

Battleground Campsite, situated in a grove of white birches and pines on the east side of US 9 near the southern entrance to Lake George Village, accommodates nearly 100 camping parties, and includes a bathing beach on the shore of Lake George. In addition to campers, thousands of picnickers and bathers visit the site annually.

A site of historic associations in the Colonial Wars, the campgrounds are separated only by a roadway from Lake George Battleground Park (*see Tour 1*). Across US 9 to the west rises Prospect Mountain, climbed by easy trails and offering from its crest a vivid panorama of Lake George (*see Hiking*).

HEARTHSTONE POINT CAMPSITE

Hearthstone, with entrances (L and R) on State 9N, 2.8 *m.* north of Lake George Village, is one of the largest State camps. It has 350 tent sites, 2,000 feet of lake front, and extends up wooded slopes on both sides of State 9N. Beside the lake is an extensive picnic section. The bathing beach has two bathhouses and a children's play ground. This campsite entertains upwards of 40,000 persons during its summer season.

Hearthstone is used by many as a base from which to explore the trail system developed by the Conservation Department on Tongue Mountain (*see Hiking*), and as headquarters for boating, fishing, or motoring trips.

EAGLE POINT CAMPSITE

With two entrances on US 9 (R) at 2.3 miles and 2.5 miles north of Pottersville, Eagle Point Campsite gives the public free access to a mile of sandy beach on Schroon Lake. It accommodates from 40 to 50 camping parties and the extensive beach attracts thousands of bathers. The lake, over nine miles long, provides excellent opportunities for canoe and boat trips. Its waters, and the streams and ponds in the vicinity of Eagle Point, offer a variety of sport to fishermen.

CAMPS AND SHELTERS FOR HIKERS AND CANOE PARTIES

The Conservation Department of New York State has built many an Adirondack leanto or open front cabin all through the Adirondack State Park in remote wilderness areas as overnight shelters for hikers, mountain climbers, hunters, and anglers. Some of those in the more frequented parts of Warren County are listed below.

Thirteenth Lake Region

On Puffer Pond: Two open camps and fireplaces, one at east end and one on north shore of pond.

On Wilcox Lake: One open camp and fireplace, south end of lake.

Lake George Region

On Sweetbriar Island: One open camp and fireplace for temporary shelter only.

On Picnic Island, Mother Bunch Group: One open camp and fireplace for temporary shelter only.

On Dollar Island: One open camp and fireplace for temporary shelter only.

On O'Dell Island: One open camp and fireplace for temporary shelter only.

On Tongue Mt. Trail: Three open camps and fireplaces.

On Prospect Mt.: Two open camps and fireplaces near summit. One camp and fireplace at trail junction just below summit.

At Hearthstone Point Public Campsite: Two open camps and fireplaces for temporary shelter only.

Golfing

NORTH, south, east and west throughout Warren County stretch the green fairways and the natural and artificial hazards of many golf links on rolling uplands where the natural beauty of the surroundings adds much to the enjoyment of following the elusive white ball. The number of courses and the standard of their upkeep testify eloquently to the popularity of the sport in this summer vacationland.

Innumerable minor contests and tournaments are held on all the public and private courses, but the big event of the County is the Sagamore Annual Invitation Golf Tournament, held in August at the Sagamore Golf Club (*see below*), Bolton Landing. In 1939, 75 amateurs competed, 80 in 1940, and in 1941, the tenth year, there were 75 contestants.

A brief description of the golf courses of the County follows.

BOLTON LANDING

Far up Federal Hill, off State 9N, are the eighteen holes of the Sagamore Golf Course. From it there are many fine views of Lake George. The links stretch over 6,704 yards of undulating terrain. Greens fee $1.50, 9 holes; $2.50 a day, 18 holes or more. Privileges extended to golfers acceptable to the management.

CHESTER

Scaroon Manor Country Club, US 9, 3.9 miles north of Pottersville (R) on the shore of Schroon Lake. The entrance gate is 0.2 miles south of the Warren-Essex County boundary. 9 holes, 3,200 yards, greens fee $1.50 per day, public.

In Essex County, 1.5 miles beyond the Warren County boundary on US 9, are two more golf courses, each 9 holes, 3,200 yards: Schroon Lake Golf Club (R), greens fee $1.50 per day, public; and Schroon Lake Country Club (L), greens fee $1.50; privileges extended to visiting golfers acceptable to the management.

GLENS FALLS

Glens Falls Country Club, off US 9. The 18-hole links are laid out over rolling hills, partially wooded, with mountains in the background. Greens fee $2.50. Admission by card only.

HAGUE

Arcady Country Club, State 9N, 9 holes, 3,030 yards, located on slightly rolling land along the shore of Lake George. Greens fee $1.50. Privileges extended to visiting golfers acceptable to the management.

In Essex County on State 9N (L), 7.3 miles north of Hague, and 3.0 miles beyond the Warren County boundary, is the Ticonderoga Country Club in the Lord Howe valley at the base of Three Brothers Mountain. The golf links have 18 holes, 6,105 yards. Greens fee $1.50, semipublic.

LAKE GEORGE

Lake George Country Club, State 9N, 9 holes, 5,000 yards on sloping and slightly hilly grounds along the shore of Lake George. Greens fee $1.50. Privileges extended to visiting golfers acceptable to the management.

LAKE LUZERNE

Luzerne Villa Country Club, State 9K, just across the bridge over the Hudson in Hadley, Saratoga County, has a tree-lined course on almost level terrain with an interesting glacial pothole as a water hazard at the Number 6 hole. 9 holes, greens fee $2 a day, semipublic.

QUEENSBURY

Top 'O the World Golf Course, 6 miles from Lake George, 1.5 miles south of State 9L; 10 miles from Glens Falls, 1.5 miles west of Bay Road (*see Tour 7*) 9 holes, 3,000 yards. The links occupy a plateau 700 feet above Lake George on the shoulder of French Mountain with unobstructed view north, east, and south at many points. Greens fee $1, free to guests of The Lodge, semipublic.

WARRENSBURG

Queen Village Golf Club, off US 9, 9 holes, 3,131 yards on a low plateau with the Hudson River as a water hazard. Greens fee $1, semipublic.

Hiking

CUTTING well marked trails in the Adirondacks was begun by the State in 1920. Hiking clubs and other groups began to organize at once and offer their services and funds for clearing trails and improving existing facilities. Today every resort in Warren County has readily accessible miles of marked woodland and mountain trails.

In remote and wilder areas, especially on mountain trails and along the lakes and streams, lean-tos or open camps with fireplaces have been built to provide overnight shelter on long hikes or for shelter during storms. Local information regarding lean-tos or any particular trail should be sought by persons unfamiliar with the woods before undertaking extended hiking trips.

Many important resort villages and large numbers of hotels, dude ranches, and summer camps provide planned hiking trips over mountain trails to points of scenic beauty and to places of interest along country roads, rivers, lakes or streams.

Trails of particular interest are those leading to fire towers on Crane, Gore, Prospect, Swede, and Tongue Mountains. Visitors are always welcome, and the fire warden will help them find points of interest. The trails listed are easily accessible, but to describe all of the hundreds of miles of trail, not to mention pathless mountains that the hiker may explore for himself, would more than fill this volume and rob him of much of the joy of discovery.

CRANE MOUNTAIN TRAIL

Elevation: 3,254. Route: State 8.
Round Trip: 4 miles; 3 to 4 hours.

Crane Mountain, a rugged rock mass with many bare precipices and steep slopes, lies in a mountainous area south of Wevertown in the town of Johnsburg. Dirt roads lead from the outskirts of the little village of Johnsburg to the Putnam Place, a farm near the southwestern slope of Crane.

The shortest trail, identified by red discs, follows an abandoned road easterly from the Putnam farmhouse. After about a half mile the trail turns right from the roadway, passes the fire warden's cabin, and after a steep mile climb comes out on the gentler slope above the ledges of the northern face. A quarter mile more and the fire tower on the summit is reached.

The second trail climbs more steeply up the southwest slope, almost directly from the farmhouse. Cliffs and ledges make the climb interesting

and offer wider horizons than those of the shorter, easier route. A mile from the start the trail passes Crane Mt. Lake, a glacial pond on the mountainside at an elevation of half a mile above sea level. Beyond the lake the trail mounts for about three-quarters of a mile through woods, over bare ledges along a ridge, and across cliff tops to the fire warden's tower on the summit.

From the crest may be seen Blue Mountain in the west, Mt. Marcy in the north, with mirror-like lakes shining between, the Green Mountains in the east, and to the southeast Greylock in the Berkshires just visible on a clear day, 70 miles away as the crow flies.

GORE MOUNTAIN TRAIL

Elevation: 3,595. Route: State 28 (*see Tour 4*).

Round Trip: 2 miles; 2 to 3 hours.

Ascent to the summit of Gore is more ride than climb. A road branching left from State 28 a few miles beyond North Creek, allows the first five miles to be done by auto. Of moderate gradient, this highway takes the climber to the garnet mines and the ski trails for which this mountain has become well-known. The mile from the end of the road to the mountain crest is up a steady grade, but not a steep climb.

The view from the fire tower is rewarding. Mt. Marcy, the Great Range, and their massive satellites make an impressive sight in the north. Lesser peaks dot the horizon on east and west. A high ledge near the tower also reveals a wide vista of the big woods stretching far away to mountains in the south, with Crane Mountain ten miles away.

PROSPECT MOUNTAIN TRAIL

Elevation: 2,021. Route US 9 (*see Lake George*).

Round trip: 2 miles; 2 hours.

The marked foot trail to Prospect Mountain leads directly off Montcalm Street on the western edge of Lake George Village. In season, organized parties from the village climb Prospect almost daily. Those who prefer, may make the climb over marked trails without guides. During the ascent may be seen the abandoned cable railway. From the steel fire tower at the summit on a clear day the spires of Albany, 50 miles away, are vaguely outlined. Three ski trails start from the fire tower, and there are Adirondack lean-tos or open camps to shelter picnickers or overnight campers.

SWEDE MOUNTAIN TRAIL

Elevation: 1,800. Route: State 8 (*see Tour 2*).
Round Trip: 1 hour.

Easily reached from State 8, 5.7 miles west of Hague, the summit of Swede Mountain is about a mile from the road up an easy path. The tower, reached after a 20 minute walk from the road, provides a long range view. To the east in the background are the hazy Green Mountains of Vermont, and in the foreground the slopes rise from Lake George to the highest peak, Black Mountain (2,665 alt.), 9.5 miles to the southeast. To the northeast the smoke curling from Ticonderoga's industries screens the narrow, river-like waters of Lake Champlain. To the northwest is Pharaoh Mountain (2,552 alt.), beyond which a cluster of lakes marks the foothills of the higher peaks. With a sky line broken by loftier peaks, the view is even more pleasing than from the highest summits.

TONGUE MOUNTAIN TRAIL

Elevation at the highest point on the highway, 1,109. Route: State 9N (*see Tour 3*).

Round Trip: 8.7 miles; 8 hours.

This trail is really a system of well-marked trails and bridle paths on Tongue and Fivemile Mountains, six miles north of Bolton Landing. Caution should be observed, but a guide is not needed. The path starts from State 9N as the highway climbs through the Tongue Mountain pass.

Turning left from State 9N close to its highest point, the trail begins with a steep zigzag climb up the northern slope of Fivemile Mountain, whose summit is five miles NNW from the tip of Tongue Mountain peninsula as it juts into Lake George between The Narrows and Northwest Bay. Near the top, almost two miles from State 9N, are two leanto shelters. From the summit (2,258 alt.) looking southeast down a ravine, one can see the island-studded Narrows, with Black Mountain (2,665 alt.), the highest peak close to the Lake, rising abruptly beyond, flanked by Sugar Loaf (2,250 alt.) and Elephant Mountain (1,954 alt.) on the left and Erebus Mountain (2,253 alt.) on the right.

From Fivemile Mountain the trail dips and then makes another zigzag ascent up a northern slope to a lesser summit (1,994 alt.). For four miles more the trail then follows the ridge over a series of peaks, grading down to one close to the tip of Tongue Mountain (1,154 alt., 832 feet above the surface of the lake), named Montcalm Point for the French general of French and Indian War fame.

About five miles from the beginning of the trail, a bridle path branches right and leads down the west side of the mountain to the valley of Northwest Bay Brook and connects with State 9N. Approximately seven miles down the foot trail is the junction, on the left, with a branch trail down the east face of the mountain to French Point on the lake, a side trip of one mile. The trail ends nearly nine miles from the starting point on State 9N, at Montcalm Point, between Northwest Bay and The Narrows.

Winter Sports

As a sport for visitors and business for permanent residents, winter-time play becomes more important each year. So recently the sport of only a few, skiing has assumed a leading role during the past five or six years, and winter resorts have sprung up.

For the skiing crowd there are slopes of varying difficulty with lifts to carry people to the summits. But an increasing number enjoy cross country hiking on skis or snowshoes quite apart from speeding down a prepared slope. Swamps, thickets, and rough ground that offer impassable barriers in summer are easily traversed when the snow lies deep. For the Scandinavians skis are primarily a means of transportation. Only their athletes go in for jumping and other difficult ski contests, but everybody goes ski hiking in winter. More Americans are learning to enjoy this vigorous, but not too exacting sport.

Besides skiing, some centers offer facilities for skating, hockey, curling, ski-joring, ice-boat sailing, tobogganing, coasting and the like. Lake George and Lake Luzerne feature harness racing on tracks laid out on the ice of their lakes. Old-fashioned sleigh rides in big sleighs or cutters on the back roads, and motoring are other possibilities.

Ski boots and ski pants or slacks are essential equipment along with heavy sweaters, wind breakers, warm woolen or lined leather gloves or mittens, heavy underwear, and woolen socks. Plenty of warm but not too heavy clothing that gives the wearer freedom of movement is a "must."

Here are brief explanations of a few terms used by ski enthusiasts.

Christiana: a form of ski turn, generally used at a high speed, in which skis are kept nearly parallel.

Gelandesprung: a jump in which ski poles are used to aid in springing from the ground.

Herringbone: method of climbing, in which heels of skis point in and downhill, toes point outward, forming a herringbone pattern in the snow.

Slalom: downhill race in which the course winds between flags.

Snow-plow: method of breaking speed by pointing ski-tips inward, heels outward.

Telemark: form of ski turn in which outside ski is advanced as far as possible before beginning turn.

Vorlage: inclination of the body forward and downward to bring centre of gravity forward in downhill skiing.

Langlauf: cross country skiing.

Schuss: straight, steep, downhill descent.

Sitzmark: what's left after you've gotten up from a fall.

Snow trains, spectacles of gaiety and color, operate in season from New York, Albany, Troy and Schenectady to North Creek and Lake George. Press and radio join in disseminating reports on ski conditions and snow trains. Special accommodations, such as hotels and tourist homes formerly open in summer only, are being provided on an ever increasing scale in all winter resort centers.

Listed below is a summary of the facilities at the major ski centers, with locations and notes on accommodations.

BOLTON LANDING

Located on State 9N, this winter resort has open slopes, trails and clubhouse on the grounds of the Sagamore Golf Club on Federal Hill. The main trail extends 2½ miles from 1,457 feet up Federal Hill across the golf course and through the woods to the Shelter House on the shore of Lake George, 1,150 feet lower in elevation. The practice slopes and trails provide skiing for novices, intermediates, and experts. Skating, iceboating, tobogganing, and ski-joring add variety. The village and the Sagamore Clubhouse accommodate winter visitors.

FRENCH MOUNTAIN

Two miles from Lake George Village on State 9L, French Mountain has several trails and open slopes. At night the open slopes are lighted. Fine views of Lake George are to be had from the head of trails. There is a ski school and accommodations are obtainable on the site.

GLENS FALLS

A network of ski runs have been laid out on West Mountain, off US 9, five miles outside the city of Glens Falls, under the sponsorship and supervision of the Glens Falls Recreation Commission. The heads of the trails command a view of the lakes to the east and much of Vermont can be seen in the distance.

Trail No. 1: The start is easy and slow, making it excellent for beginners. It is adjacent to the open slopes and gives the novice skiers a chance. The last two-thirds of this trail has several steep dips where turns and high speed make for interesting skiing. This trail and No. 2 cross Hillis Brook near the end for an added thrill.

Trail No. 2: The first few hundred feet of this trail is of the "Difficult A" variety, but the remainder is regarded as easy. Except for the first part, this trail can be used by youngsters, beginners, and older people who have no desire to risk life and limb. It is 3,500 feet long and includes near the end a small jump which may be detoured, or taken.

Trail No. 3: This trail is a little longer and not quite so fast as No. 4. The distance is 3,400 feet. Rated expert.

Trail No. 4: Although this has been named No. 4, it is the first trail leading off the head trail. It is the fastest of the lot and the time required to transverse its 3,100 feet length is about a minute and a half. It is for expert skiers only.

Skiers are driven to head of trail in trucks, or may use their own cars. At Recreation Field, on US 9, within the city limits, are a lighted skating rink and a lighted toboggan slide. Hockey games are played on week-ends. Hotels and tourist homes provide ample accommodations.

LAKE GEORGE

Situated on US 9, Lake George is one of the better known of the County's winter resort centers. It has 27 miles of ski trails and open slopes on Cobble and Prospect Mountains. A toboggan slide extends from the main street to the shore of the lake. On the ice of the lake is a skating rink, a harness racing track, and facilities for ice-boating and ski-joring. Winter activities are under the auspices of the Lake George Winter Sports Club.

The downhill runs off Prospect (*see Lake George*) — Indian Trail, Prospect, Cobble Trail, Sky Way Trail, Will Wood Trail — range from 1.5 to 3 miles long and rate the designations "expert" and "intermediate." The Still-Pond Trail is a crosscountry run, crossing three and one-half miles of hills and woods from State 9K (Lake Luzerne road) to Lake George Village. Short ski trails lead into the 500-foot-wide open slopes on Cobble Mountain, which provide sport for the novice or expert. On Cobble is a ski-tow 2,400 feet long. Nearby, at the base of the open slopes are two ski houses with mammoth outdoor fireplaces.

Lake George has a ski school served by well known experts. Special winter accommodations are supplied by hotels and tourist homes. Snow trains and busses operate on week-ends when skiing conditions are favorable. Those who come in their own cars will find US9 and tributary highways well plowed and sanded in winter.

LAKE LUZERNE

Trails off several mountains and open slopes on Stone Mountain offer a variety of skiing at Lake Luzerne and Hadley across the Hudson on State 9K. Skating, coasting, tobogganing, and harness racing on ice are added attractions.

The downhill trails are the Stone Mountain Run, one and one-half miles long, expert and intermediate; the Mt. Anthony Run, about 1½ miles long, expert; the Dean Mountain Run, 1¼ miles long, novice; and the Song Hawk Run, 1¼ miles in length and rated intermediate. Across country for eight miles meanders the Sid Finch Trail, starting at the village and ending on the highway near the northeast shore of the lake.

Ample winter accommodations are available at Lake Luzerne and Hadley. The center is served by the Delaware and Hudson Railroad and is easily accessible by US 9 and State 9K.

NORTH CREEK

Second only to Lake Placid as a winter sport center, North Creek, on State 28, boasts more than 50 miles of ski trails on Gore Mountain (3,595 alt.). Long before skiing brought thousands to its summit, a road to the garnet mines located here made the top of Gore easily accessible and gave the Gore Mountain Ski Club its winter slogan of "Ride Up, Slide Down." Other sports available are ski-joring, snowshoeing, tobogganing, skating, and sleigh rides. A ski school makes available a staff of instructors for full courses or single classes.

North Creek has nine downhill runs and an entire park of open slopes. Ranging from 2,000 feet to 19 miles long and rated from novice to decidedly expert, the trails are named the Half Way Brook, Pete Gay, Roaring Brook, Rabbit Pond, Ridge, Upper Cloud, Lower Cloud, Cross Trail, and Barton Cross Country. Over the Ridge is the park district of 250 acres, with diversified open slopes and two ski-tows. In all there are six ski-tows in the North Creek area.

On favorable week-ends, snow trains bring hundreds of winter sports followers to the village. US 9, State 8 and 28 and other highways are promptly plowed and sanded after storms. Lodges and tourist homes in North Creek and North River provide accommodations. In 1941 the resort completed a new $25,000 winter sports club house.

WARRENSBURG

Located on US 9, and served by the Delaware and Hudson Railroad and several bus lines, Warrensburg has a central location for its two ski trails. A ski-tow, floodlighted at night, is available. The head of the ski runs may be reached by car. In addition to skiing, the Warrensburg Ski Club maintains facilities for skating and tobogganing.

The Bald Knob Trail is one and one-half miles long and is rated intermediate. Big Brook Trail, with a length of 1½ miles, has a novice rating.

Hotels and tourist homes in the village provide a variety of accommodations.

PART V

Appendices

Chronology

1609 Samuel de Champlain discovers Lake Champlain.
Henry Hudson sails up the Hudson to Albany.

1646 Isaac Jogues, Jesuit priest, first white man to visit Warren County, discovers Lake George and names it Lake St. Sacrament.

1664 England takes New Netherlands and renames it New York.

1674 Dutch cede New York to the English.

1689 King William's War officially begins the struggle between France and England for control of North America.

1702 Queen Anne's War (1702-13), brings border warfare to the Hudson-Champlain Valleys.
Fortifications erected at Fort Edward.

1744 King George's War (1744-48) continues the struggle for North America.

1755 French and Indian War (1755-63), renews the bitter contest for empire.
Major General William Johnson's expedition against Crown Point makes camp at Lake St. Sacrament, renamed Lake George.
Battle of Lake George, a defeat for the French, is fought.
Johnson builds Fort William Henry. French begin to build Fort Carillon (Ticonderoga).

1757 French under Montcalm capture Fort William Henry; followed by Indian massacre.

1758 Montcalm defeats Abercromby before Ticonderoga.

1759 Amherst begins Fort George and successfully invests Ticonderoga.

1763 France cedes North America to England and settlement in Warren County follows granting of the Patent of Queensbury.

1766 Pioneers settle about the head of Lake George.

1775 Forts George and Ticonderoga taken by Americans as Revolution begins.

1777 Burgoyne's baggage and supplies travel through Lake George and down the Military Road through Warren County. A British detachment takes post at Halfway Brook. Indians raid the settlement and many Queensbury settlers flee.

1780 Warren County settlements entirely destroyed and abandoned as British raid countryside.

1783 Settlement recommenced as the Revolution ends in American Independence.

1785 Society of Friends at Queensbury build Quaker Meeting House on Bay Road at Halfway Brook, first church and school in Warren County.

1788 Legislative enactment erects Queensbury as one of the original towns of the State.

1792 Town of Fairfield is partitioned from Queensbury. Town of Thurman created.

1797 Calico printing works, one of the first in America, is operated in Johnsburg by John Thurman.

1799 Towns of Bolton and Chester are formed from Thurman.

1800 Summer visitors come to Warren County; hotels are built on Lake George.

1805 Town of Johnsburg is set apart from Thurman.

1807 Town of Rochester is partitioned from Bolton.

1808 Fairfield is renamed Luzerne, and Rochester, Hague.

1810 Town of Caldwell is set up from parts of Queensbury, Bolton, and Thurman.

1813 Town of Warrensburg is formed from Thurman.
Remainder of Thurman is renamed Athol.
Warren County is set apart from Washington County and begins its separate existence with a population of 8,000.

1814 War of 1812 takes militia from the County for the defense of Plattsburg.

1820 Northern Turnpike, first important advance in transportation, connects Glens Falls, Lake George, Warrensburg, and Chestertown, and gives access to the North Country.

1832 Feeder Canal, connecting Glens Falls with Champlain Canal at Fort Edward, is opened to Navigation. Lumber industry assumes great importance throughout Warren County.
Wevertown Tannery, first of the important tanneries in the Johnsburg area, begins operations.

1835 Town of Horicon is formed from Bolton and Hague.
Tanning becomes the leading industry in Chestertown.
Sawmills and tanneries give Warrensburg industrial importance.

1839 Glens Falls is incorporated as a village, population 1,270.

1844 Plank Roads, financed by tolls, improve transportation between Glens Falls and the North.

1849 Railroad is built between Saratoga and Whitehall.
Big Boom is placed in Hudson north of Glens Falls to catch mammoth log drives from Adirondack woodlands.
St. Mary's, Glens Falls, is organized as the first Roman Catholic congregation in the County.

1850 Lime manufacture becomes an important industry in Glens Falls.

1852 Town of Athol is divided into Stony Creek and Thurman.

1864 A great fire burns out the business district in Glens Falls.

1869 Railroad is completed between Fort Edward and Glens Falls.

1871 Adirondack Railroad company opens its line from Saratoga to North Creek.

1873 French Catholics of Glens Falls erect the first parochial school in the County.

1880 The lumber industry approaches the peak of expansion.

1882 Tracks of Fort Edward-Glens Falls railroad are extended to Lake George.

Summer visitors to Warren County increase in number.

1885 Adirondack woodlands come under the protection of State conservation laws.

Horsecars begin operation between Glens Falls and Fort Edward.

1888 Warrensburg Academy becomes a Union Free School.

1890 Glens Falls reaches the apex of its industrial expansion with lumber, lime, and paper as the chief industries.

1891 Horsecars give way to electric railway line.

Ten high school graduates, first in Warren County, receive diplomas from Glens Falls High School.

1900 Lumbering declines as an important industry.

Warrensburg, producing shirts, waists, woolens, and pulp, is the only community in Warren County, except Glens Falls, to retain its industrial aspect.

1903 Lake George, growing in importance as a summer resort, is incorporated a village.

1907 Plank Road from Glens Falls northward becomes a paved State road.

1908 Glens Falls is incorporated as a city, population nearly 15,000.

Manufacture of paper, shirts, cement, and wallpaper closes the gap left in Glens Falls employment rolls by the decline in lumber and lime production.

Feeder Canal usefulness wanes as lumber and lime shipping practically cease.

Glens Falls expands commercially with retail stores serving a population of 30,000.

1915 Automobiles and paved roads bring rapid growth to Warren County's summer resort business.

1917-18 Upwards of 1,100 young men from Warren County serve in the World War.

1926 First central rural school district in Warren County is formed in Hague.

1928 Busses replace trolley cars in Glens Falls and its environs.

1932 Varied industries and far-flung financial interests centering in Glens Falls, and agriculture in the rural districts, help tide over the depression, despite a drop in employment and the number of summer visitors.

1934 Ski centers bring winter sports fans to Warren County and give renewed hope for a year-round resort season.

1941 Nearly 500 retail outlets, including nationally known mail order houses and chain stores, serve a population of 75,000 and attest the commercial expansion of Glens Falls. Industrial employment figures rise to pre-depression levels in Glens Falls and Warrensburg.

Several hundred thousand summer and winter visitors traverse Warren County.

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